

CHRONOLOGY of
GOAL-MINING

STUDEBAKER
Service
Reference Library

VOLUME TWO
Brakes-Chassis-Body
Miscellaneous
All Models

FN 119
mish

Job 54
mish

Call Mrs. Yocum

2/1

This chronology of coal-mining in Schuylkill County was made from Myron D. Edmunds' HUNDRED YEARS OF ANTHRACITE, as published in the Pottsville Journal and preserved in one of the Library's scrap books.

It is not a complete chronology, for the reason that the Library missed a number or so of the paper, that other reliable dates and data exist elsewhere, and that Mr. Edmunds, in 1925, thought it unnecessary to carry his history beyond 1888.

It is hoped that soon some scholar will do what the Library hoped the Federal Writer's Project (to whom it owes the making and typing of this chronology) would have done; that is, compile full chronologies both of our coal-mining and county histories.

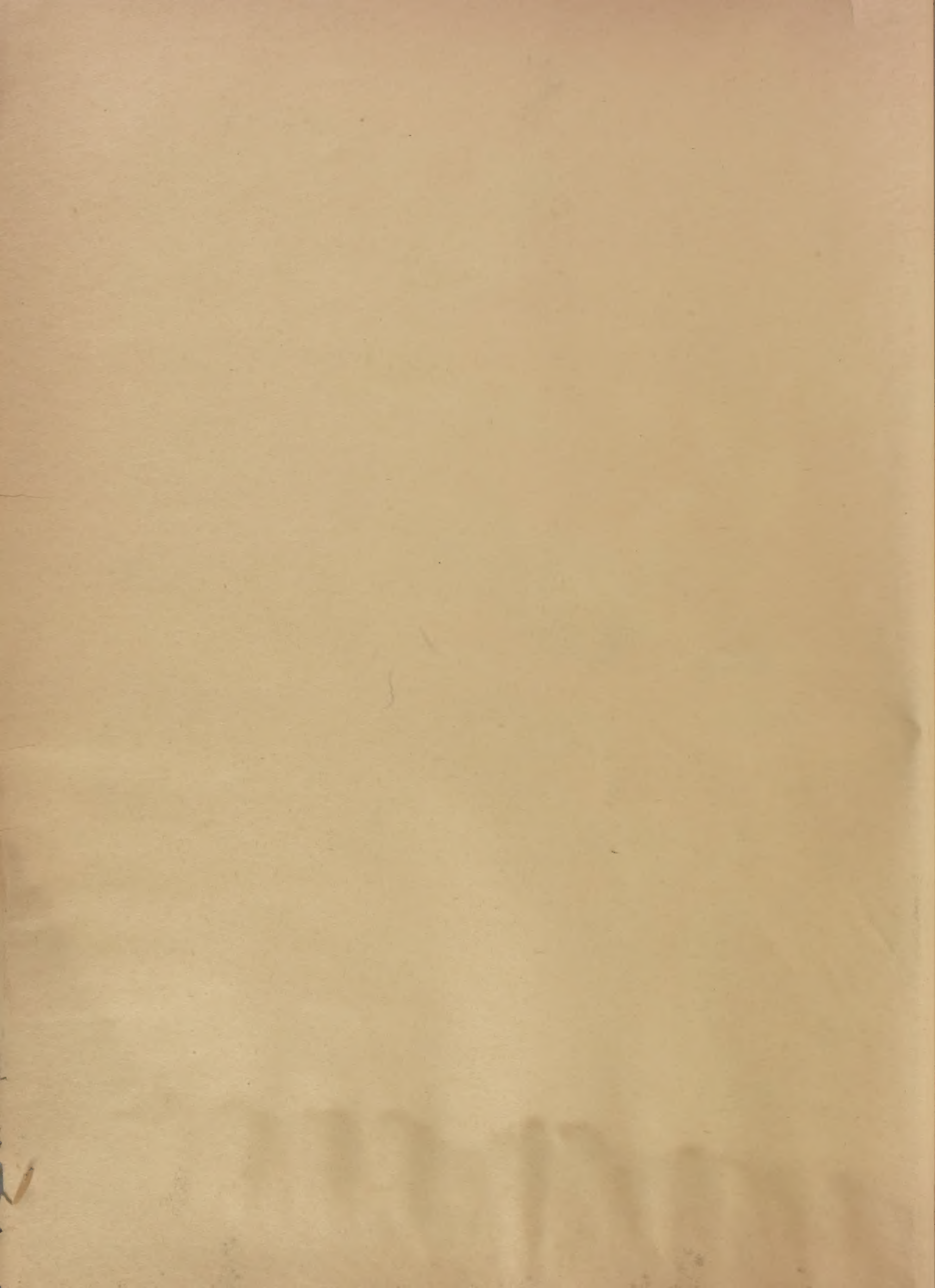
Because of Mr. Edmund's great service to Schuylkill County's industrial history, and because the library workers appreciated the exactitude and devotion which he worked under condition of failing health, a biography of him follows. *

Some of his HUNDRED YEARS OF ANTHRACITE was done within the Library's own walls, where the old Miner's Journals were lodged with the books of the Schuylkill County Historical Society.

Harry J. Tipton, whose grandfather was a mining engineer with the Reading Company headed the Writer's Project which did this work.

* *Edmunds could give us no biography of Edmunds. Mrs. Edmunds promised us one, but has not sent it.*

sep



"1770--Scull's map of Schuylkill County published - showed presence of coal".

From-One Hundred Years of Anthracite, The Romance of Schuylkill County's Principal Industry As Reflected in the Files of the Pottsville Journal During the Century Last Past, by Myron D. Edmonds, pp.1-77.

Copyrighted - 1925

CHRONOLOGY OF ANTHRACITE COAL 18th Century

<u>Date</u>	<u>Event</u>
1770	Scull's Map of Schuylkill County - published - showed presence of coal.
1790	Necho Allen discovered coal on Broad Mountain.
1795	Schuylkill County blacksmith named Whetstone used anthracite in his forge. -- May have been before (about 1785-1789)

19th Century

1800	Wm. Morris took wagonload of Anthracite from Pottsville to Phila., according to report of Pottsville Board of Trade.
1805-1809	Peter Bastrus found coal in tail race at Valley Furnace. David Berlin, blacksmith, used it.
1812	Col. Geo. Shoemaker, Pottsville, hauled 9 wagon-loads coal to Phila. Only able to dispose of 2 loads for cost of transportation, gave rest away. Accused of being swindler - people didn't know how to use it. "One of the two loads he sold had been taken by Josiah White and Erkskine Hazard, who manufactured wire rope at the falls of the Schuylkill. Mr. White tried a whole morning to get the coal to burn, and finally left the furnace to itself with all the draft on. Returning somewhat later, he found the fire so intense that the furnace was in danger of melting." "White and Hazard were so impressed that in the same year they tried to get in legislation to improve the navigation of the Schuylkill to improve the coal trade." They were ridiculed.
1813	Several little water level mines had been opened in Schuylkill County. Lump coal sold locally - \$3.50 per ton.
1815	Schuylkill Navigation Co. charter granted.
1822	Nearly 1500 tons Schuylkill Anthracite shipped down canal. (as far as completed.).
1825	Schuylkill Canal completed between Philadelphia and Mount Carbon. - Miners Journal started. -- Total coal shipments - 6000 tons (canal traffic reports) Tolls collected \$97000 or an average rate of \$1.62 per ton. -- did not include regular boating charges.

- 1826 (or 1827) First account coal discovered - published in Miners Journal.
- Feb. 4, 1826 Miners Journal says: Schuylkill coal bills beaten in legislature - made Schuylkill chances for coal development less.
- May 24, 1828
1828 Mine Hill and Sch. Haven RR. incorporated.
Coal tonnage for year shipped 47,417.
- July 18, 1829 Benj. Bannan - owner, Editor Miners Journal - republished old account coal discovery.
From 1826-1829 canal trade firmly established.
- May 2, 1829 Miners Journal Report - Coal prices - landing 8 to 28 cents per bushel. - \$2.24, \$2.52 ton.
Reading - large coal 20 cents per bushel.
Philadelphia - wholesale \$6 per ton, retail \$6.50.
Much agitation for railroads to transport coal from mines to canal. (Wooden rails on wooden sleepers or stone blocks - motive power-horses).
- May 9, 1829 Navigation continued from Mount Carbon to mouth of Mill Creek (P&C.)
- May 16, 1829 Schuylkill and Lehigh coal selling in New York \$11 per chaldron(36 bu) \$8.50 ton. (All mining at this time done only to water level).
Rates by team \$.98 per ton \$.03½ per bu.
- June 13, 1829 Landing - coal price \$.10 per bu. \$2.80 per ton.
- June 27, 1829 Miners Journal notes - 500 miners and laborers needed.
Wages at this time: Experienced miners, \$1.25 per day
carpenters, \$1.25 per day; masons, \$1.37 per day; common laborers, etc., per day \$.90.
Wages high considering prices in Pottsville.
Butter 12¢ per lb. Pork - 05¢ lb. Potatoes -.50¢ bu.
whiskey - 24¢ gal. white flour. -64¢ lb. (\$7.84 barrel 196 lbs
clover hay \$10 ton.
- October 3, 1829 According to Sept. 26 Miners Journal. "It was also noted that W.R. Hopkins, an engineer, had arrived to supervise the building of the Mt. Carbon Railroad. Ground had been broken in the preceding week for the West Branch line, to run from Sch. Haven 17 miles to the foot of Broad Mt. the different railroads, building or projected, were listed as being Sch. Valley, 10 miles; Mount Carbon, 8 miles; Mill Creek, 4 miles; West Branch, 17 miles; Little Schuylkill 22 miles. "At Schuylkill Haven", says the paper. "a beautiful town has been laid out by Mr. Daniel J. Rhoads and others, who offer lots for sale. ----(Coal prices increasing)
(Land values increasing till prices about 10-12 times greater than 4 or 5 years previous)/
- 1829 Coal shipped for year 78,708 tons
Collected on tolls - Sch. Nav. Co. \$77,032.

Jan. 23, 1830

"Schuylkill" figured the average cost of coal produced by "persons renting mines" that is, paying royalty as follows: delivered on the landing in Philadelphia:

Rent, per tons.....	35¢
Hauling to landings.....	56¢
Mining	74¢
Contingent expenses	\$2.62

This gives an average cost per ton laid down in Phila. of \$4.41, and "Schuylkill" thought the average could be cut to \$2.66 by using larger boats, by developing and utilizing railroads and by the application of "system in all our operations."

Bannan thought the average figures then would be:

Rent.....	20¢
Mining	56¢
Hauling on railroad.....	25¢
Toll on railroad.....	10¢
Contingent.....	05¢
Canal Toll.....	50¢
Freight to Phila.....	\$1.00

Three weeks later "Schuylkill" favored the Journal with another communication in which he predicted the 1830 tonnage thus:

Schuylkill.....	125,000
Lehigh.....	40,000
D & H	25,000

If the output is doubled the value is doubled, and so on. The little matters of depletion and interest on money tied up in reserves concerned him not at all.

Feb. 27, 1830

Journal skinned "country man"

Asked whether he knew the portion of 633 square miles is "red shell", how much of coal acreage is in actual use, how much accessible, present value of land not available for perhaps 50-100 yrs, etc.

Same issue -- Act passed allowing Mill Creek and Mine Hill Navigation and R.R. Co. to charge toll 1½ cents per ton per mile.

March 13, 1830

It has been generally supposed that the anthracite tonnage tax, finally imposed effectually by the legislature in 1921 was a device of 20th century politicians. But the scheme was nearly a century old at that time. The Journal tells the story in its issue of March 13, 1830.

It appears that the customary appropriation bill for the internal improvement came up in regular course at Harrisburg, and a group called the "anti-canal men" forced into, evidently in committee, a clause imposing a tax on coal which was such a big element in canal tonnage. In this shape the bill went before the House, which rejected the whole thing by a vote of 52 to 41.

J. noted that a new appropriation bill was necessary in short order. It commended the defeat of the tax in a strong editorial which said:

"It would have been of most serious detriment to the interests of Sch. Co., inasmuch as this tax would have been a bounty to their opponents in business."

March 20, 1830

6 columns in Journal attacking coal tax.

There had been public meetings March 6 and 17 Joseph Lyon, Chairman - G. W. Farquhar, Sec't. Resolutions of protest were passed, saying that "one of the most objectionable features of the proposed tax is that it will operate, not upon a superfluity, but upon a necessary of life, and that it will be felt more by the poor than by the rich.

Dr. Benjamin Kugler, Colonel John Swift, and Jacob Seitzinger Esq., were appointed to go to Harrisburg and protest. It was alleged that by the terms of the bill practically no coal but that of Schuylkill would have to bear the tax of 25 cents a ton.

The same issue noted -- entire stock of Little Sch. Navigation and R.R. Co. entirely subscribed Road started at once. 2 towns laid out - Port Clinton and Tamaqua.

April 10, 1830

J. noted: "The bill laying a tax upon coal was not acted upon previous to the adjournment of the last session of the legislature.

September 14, 1830

The Franklin Institute, of Phila., had arranged to hold its sixth exhibition in Phila., Sept. 14, 1830, and on April 24, the J. noted that the Institute was offering a gold medal to the person manufacturing the greatest amount of iron with anthracite; a silver medal to the person making an efficient anthracite cook stove to cost not more than \$15.00; a similar medal to the inventor of the best boiler adapted to anthracite and still another silver medal to the author of the best essay on the economical use of anthracite in steam generation.

May 29, 1830

During the week ended May 29, Antony Savage exhibited a new anthracite stove at Mr. Young's tinware shop - Bannan pronounced it the best yet devised -- This was apparently much like an English fire place or grate, consisting of a grate bricked in at the sides, with a sort of Dutch oven in metal on one side.

During this spring, lock washouts, etc., impeded coal shipment on the canal.

Nov. 6, 1830

Journal says that letters from N.Y. and Phila. suggest railroad from the mines to Phila.

Nov. 30, 1830

Journal gives shipments:

1825.....	5,000 tons	1828.....	47,284 tons
1826.....	16,767 "	1829.....	79,973 "
1827.....	31,360 "		

This issue also gave railroads in County (actual and projected) with mileage and cost:

Schuylkill Valley	10 miles	\$55,000
Sch. Valley laterals	10 "	20,000
Mill Creek	4 "	14,000
Mill Creek laterals	3 "	5,000
West Branch	15 "	150,000
West Branch laterals	5 "	10,000
Mt. Carbon	9 "	100,000
Total--		\$355,000

- Nov. 30, 1830 (cont.) The roads which had been begun were the Pinegrove, 5 miles long, to cost \$30,000, and the Little Schuylkill, 23 miles, to cost \$250,000 if wooden rails were used, and \$400,000 if iron were used.
- About this time a Dr. W. B. Powell, of Kentucky, lectured in Pottsville on coals origin, and proved to his own satisfaction, at least, that it was of mineral origin, and not vegetable.
- Dec. 1830 First week - best coal at landings \$1.75 to \$2.00 per ton. About middle of December Governor Wolf strongly recommended to legislature - tax on coal.
- Dec. 25, 1830 Shipments for the year of 1830: Schuylkill 89,039 tons
Lehigh 41,357 "
- As an index of what figure the railroads cut: in 1830 the roads handled:
Sch. Valley R.R. 19,426 tons \$1,249.78 tolls
(More than 1/5 total shipments from this region).
- March, 1831 About the middle of March a Mr. Silver of Mt. Pleasant Row, Mahantongo St. had invited people to see his oven "guaranteed to bake bread with anthracite" Deviser of the oven was Aaron Fogg of Phila.
- April 9, 1831 J. notes Anthracite as best fuel for ships galley.
- April 23, 1831 Bannon calls on Sch. Navigation Co. to give a rebate on coal destined for points outside of Penna. on the ground that it would develop new markets. Notes also canal boatmen cut rates 25 cents a ton. Producers cut prices \$.75 a ton at landings. Tolls collected in one week in the spring of 1830 - as high as \$3400 - Spring 1831 did not exceed \$800. Reduction of tolls would stimulate business says Bannon.
- May 7, 1831 Miners J.-Canal Co. refused to modify charges. Contained reprint from Pa. Intelligencer, Harrisburg - Said - Anthracite had been first used as a steam fuel in Lebanon, being employed in an engine to raise water into pipes. Its first use in manufacturing, the same paper said, was by John S. Wiestling, of Harrisburg, and the article went on to describe three steam mills in the state capitol - Wiestling's, Kepner's, where grain and plaster were ground; and Lebanon's.
- June 4, 1831 J. said, "We are informed that there are 80 steam engines in Phila, using anthracite coal.
- June 18, 1831 Bannon says Anthracite steamboat fuel of future.
- July 1831 At the end of July, Sch. coal trade was still languishing, 29,476 tons shipped by July 28.
- Also notes---at this time that inkstands, and other trifles of anthracite, made by a Mr. Kirk, had been put on exhibition, the first notice of those souvenirs of the coal region.
- August 6, 1831 M.J. reprint Lehigh Pioneer article: John Fatzinger, Mauch Chunk, had discovered a method of smelting iron ore with anthracite alone, and the the process while being cheap

August 6, 1831 (cont.) gave an improved quality of metal. Fatzinger, the notice said, intended to patent his process.

August 13, 1831

M.J. reprinted another notice, as follows: "The Phila. Gazette says: We have seen a small bar of iron, now at the coffee house, which was made from the ore in about 40 minutes, with anthracite coal used exclusively as fuel.

August 20, 1831

Shipment figures in Miners Journal. (M.J.)

Schuylkill	38,304 tons
Lehigh.....	37,816 T (about)
Lackawanna	23,430 "

Figures for the corresponding period the year before

Schuylkill.....	40,418 tons
Lehigh.....	35,198 "
Lackawanna.....	23,000 " (about)

Sept. 17, 1831

Reprint in M.J. from West Chester Village Record telling how one ton of anthracite had burned 90,000 bricks at the Kiln of William Everhart.

Nov. 1831

J. printed - table of coal shipments to Oct. 22, 1831 showing that Lehigh shipments began in 1820 with 365 tons; Lackawanna in 1822 with 73 tons and Schuylkill in 1825 with 5,000 tons.

Nov. 18, 1831

Little Sch. R.R. opened at Tanawqua with ceremony.

Nov. 26, 1831

M.J. said "last week 4011 tons of coal were shipped from this region, being the largest quantity ever shipped before in the same space of time.

Dec. 31, 1831

Development of line sales of anthracite recorded in the following table:

1826....3,154 tons	1828.....5,321 tons
1827....3,372 "	1830.....6,150 "
1828....3,322 "	1831....10,048 "

January 14, 1832

Schuylkill Navigation Co. Annual Report - Gave total consumption of anthracite coal in 1831 - 226,511 tons, including the carry-over.

January 28, 1832

The Journal published a long memorial to Congress against lowering the import duty on coal. The D.&H. Co. is reported to have advertised for 50 or 60 miners.

March 17, 1832

During the preceeding week Boston and New York dealers ordered 30,000 tons of coal.

March 31, 1832

Canal navigation opened March 28, and 11 boats went down.

April 21, 1832

4,467 tons coal shipped.

April 22, 1832

Railroads now delivering virtually all the coal to the landings, the week's record being: Mt. Carbon, 1283 tons; Mill Creek, 884 tons; West Branch, 1309 tons; Sch. Valley, 756 tons.

May 12, 1832

Shipments down stream from Port Clinton, via the Little Schuylkill R.R. noted as 185 tons for the week, with 5614 tons from the port of Pottsville. In a discussion under this date, Bannan gives the status of the coal industry of Schuylkill thus:

Persons dependent on coal trade.....	8,000
900 canal boats employes with families	4,000
Coal land investments.....	\$5,000,000
Building investments	2,500,000
Railroad investments.....	800,000
Railroad car investments ...	75,000
Canal boat and horse investments...	165,000

June 30, 1832

Schuylkill Shipments to date --60,333 tons against 20,029, same period previous year.

Lehigh - 23,862

Lackawanna 7,208

July 28, 1832

N.Y. and Sch. Company - public sale at Merchant's Coffee house - billed for Oct. 10 changed to 17th. All property in county, 45 warrants for 18,500 acres, 12 landings, 36 town lots (Sch. Haven), 400 shares Mine and Mill and Sch. Haven R.R.

August 25, 1832

Boats and Boatmen needed, coal shipments heavy. Freight high \$2.25 per ton to Phila.

Sept. 8, 1832

Freights as high as \$2.50.

Oct. 27, 1832

Note says \$76,000 received for N.Y. Co's lands - no details.

Dec. 22, 1832

Shipments for year:

Schuylkill	204,000	Lehigh.....	76,000
Little Schuylkill	14,000	Lackawanna....	85,000
		(Total)	379,000

Bannan figured that in Sch. there were 600 miners, 1800 boatmen and laborers, 530 horses, 905 cars, and 400 boats engaged in the coal trade.

January 19, 1833

Schuylkill Navigation Co. reports handling 209,271 tons of coal in 1832, including Little Schuylkill and Union Canal tonnages, of which 13,429 tons were line sales.

Lehigh --80,000 tons Lackawanna --84,600 tons
North American Coal Co. declared a 8% dividend.

Feb. 9, 1833

Memorial to legislature against incorporated coal companies, especially such as were incorporated in other states.

Feb. 16, 1833

M.J. contained first report of Pottsville Board of Trade. (Story of Anthracite repeated).

March 9, 1833

M.J. announced that on March 11th the new locomotive of the Little Sch. R.R. --the first in this county - would run from Port Clinton to Tamaqua.

March 13, 1833

The projected behavior of the North American Coal Co., as derived from a circular said to have been issued for that company, was printed as follows:

For 1833 - 50,000 tons production; 20,000 dividend on \$250,000 capital; surplus 55,000.

- March 13, 1833 (cont) For 1834 --75,000 tons; \$20,000 dividend, \$153,750 surplus
For 1835 --100,000 tons; \$20,000 dividend; \$296,250 "
- March 23, 1833 Legislature named Commission to investigate effect of incorporated coal companies on anthracite industry.
5 Members - headed by Samuel J. Packer. Northumberland County.
- April 6, 1833 The House (Harrisburg) passed bill to escheat property of coal companies with foreign charters, two years being allowed the Delaware and N. American companies to wind up, and one year to others. One week later it developed that the legislature had incorporated the Del. and N. American Co's, with \$300,000 capital each and the right to hold 1500 acres each. The escheat still applies to other Co's.
- May 11, 1833 Coal prices: Pottsville landings at \$2.00 to \$2.25 per ton; 25 cents higher at Sch. Haven - substantially below the living figure as set by the Board of Trade.
- May 25, 1833 Announcement - Legislature authorized railroad from Norristown to Mt. Carbon. Beginning of present Reading system.
- June 1, 1833 This issue is highly important, for it said that the N. American Co. had received a steam engine - the second to be introduced in the coal region - for use in mining. This year therefore really marked the introduction into this county of the great servant of mankind which alone has made an industrial civilization possible.
- June 15, 1833 6 steam engines known in county, owned by Buckley and Swift, Pomroy, Haywood, N. American Co., and Little Schuylkill Co., the latter owned 2, one being the locomotive.
- June 22, 1833 Low coal prices. M.J. editorial on the bad effects of this.
- August 17, 1833 Mine Hill and Sch. Haven R.R. declared $4\frac{1}{2}\%$ dividend for previous 6 months.
Note --Miners and laborers had "lately met" at Carbondale to blacklist merchants who declined to sell on credit.
- September 14, 1833 Packer Committee - coal investigating committee - arrived in Pottsville.
Coal \$2.00 per ton all landings - a week later down to \$1.87 $\frac{1}{2}$.
- December 7, 1833 A compilation from the American R.R. Journal based on performance of Little Schuylkill locomotive and of the Lehigh Canal boats, showed that coal hauling costs were about 87.7 cents per 100 miles by locomotive against \$1.13 by boat.
- December 14, 1833 Shipments for year - round numbers

Schuylkill.....	218,000	Lehigh.....	123,000
Little Schuylkill..	37,000	Lackawanna...	112,000
		(Total)	490,000

December 21, 1833

Gathering rrs, wit tonnage and operators reported as follows:

Mill Creek	3,704 tons	15 operators
Mine Hill	77,093	33 operators
Sch. Valley	23,479	15 operators

Some duplications in no. of operators - some shipped from more than one mine over more than one road. The Mt. Carbon line had delayed its report but later showed 73,136 tons and 12 operators. The Delaware and N. American Co., shrieked at as monopolies had shipped 17,236 tons and 23,339 tons respectively.

January 18, 1834

N.Y. and Sch. Company again puts up all its property for sale -- this time "positively" - in the Merchant's Exchange, Feb. 18, Del. Co. declared 6% dividend for the preceding half year. Line sales on the canal were reported as 19,432 tons in 1833, against 13,429 tons in 1832.

March 22, 1834

Board of Trade report tonnage 1833 --

Schuykill	250,588
Lehigh	122,621
Lackawanna	111,777

March 29, 1834

1 boat sailed down stream to date. Business was much upset owing to the financial troubles coincident with President Jackson's quarrel with the U.S. Bank.

April 12, 1834

30 boats this week, compared with 118 for the same week the year previous.

May 24, 1834

Total coal shipments, to date, from all regions 43,947 tons, against more than 83,000 tons in the previous year to May 23.

June 14, 1834

Coal shipped from Pine Grove by six concerns in the season to date was 1,627 tons.

July 19, 1834

Delaware Coal Co. declared 6% for the preceding 6 months.

August 2, 1834

Total shipments to date, all regions, 148,312 tons against 224,437 tons the previous year. The industrial and financial depression was hitting hard.

August 9, 1834

Danville and Pottsville Railroad, from the "Shamokin mines" to the Susquehanna, put under contract.

September 6, 1834

Coal transportation hampered by the lowest water known in the Schuykill since 1823.

September 27, 1834

Danville and Pottsville Railroad opened to Girardville with 5 planes. Mahanoy Plane, the longest, being 1625 feet and with a 100 horsepower steam engine to operate it.

November 29, 1834

M.B. Buckley had successfully experimented in "puddling or refining iron with anthracite coal." His method was said to make a saving of \$12 to \$15 a ton.

December 20, 1834

Shipments for the year and for 1833 given thus:

Schuykill	254,000	224,000
Lehigh	123,000	106,000

December 30, 1834 (con't)

Lackawanna 111,000 40,000

This was a decrease of 118,000 tons. Consumption, as nearly as can be ascertained was thus reported:

1831.....177,000

1832.....329,000

1833.....413,000

January 3, 1835

Tonnage handled by the gathering railroads during 1834:

Mount Carbon.....85,995

West Branch42,621

Mill Creek.....32,595

Schuylkill Valley.....21,434

During 1834 there were 5,167 boat trips averaging 434 tons per trip. The report went on to say:

"A patent has been taken out by our townsman, Mr. Thos. Ridgway, for making iron with anthracite coal. By his plan the sulphur is driven off from the coal, and the ore carbonized by the same fire that smelts it, and the blasting and reverberatory furnace are both embraced in one stack."

January 17, 1834

Schuylkill Navigation Co. reported that in 1834 the Schuylkill mines had shipped 224,242 tons and that the Union Canal supplied 2,450 tons. Lehigh tonnage was given as 106,244 and Lackawanna as 43,700, a total of 376,636 tons against 437,971 in 1822. "Old Hickory's" panic had cost the coal trade a drop of almost 25 per cent from the preceding year, whereas before that there had been heavy increases each year.

January 31, 1834

Del. Coal declared 5% for preceding half year.

February 21, 1835

Board of Trade reported on coal stocks and shipments for the preceding year:

Stock April 1, 1834 120,000

Schuylkill 224,242

Lehigh 106,244

Lackawanna 43,700

In market 494,186 tons.

February 28, 1835

Del. Co., in a report for 1834, said it had sold 25,999 tons and had 2,413 tons on hand. It had paid 6% in dividends, aggregating \$17,970, and its real estate was carried on the books at \$180,533.27. North American Co. reported having paid \$22,344.62 to miners, \$18,877.25 in canal tolls and \$299.77 in coal land taxes. It had mined 19,861 tons and 147 tons on hand. Total sales realization was \$96,336.11 and total costs were \$75,957.79 leaving a profit of \$20,378.32, although no dividends were declared. It will be seen that the labor cost per ton in those days was about \$1.12 and that the profit per ton was rather more than \$1.00.

March 28, 1835

"A steam ferry boat has been started in New York which has been fitted up with Dr. Not's Patent Tabular

- March 28, 1835 (con't) Anthracite Coal Boilers." The statement said that Dr. Nott had refused \$100,000 for his patent, offered by Messrs. Stephens, of New York.
- But the really important statement in this issue had to do with the Reading R.R. "Preparations are making for the immediate prosecution of the Philadelphia and Reading R.R. The Valley of the Schuylkill is found to be the most eligible location, by which route the company will be able to connect with the Norristown R.R. The Phila. and Reading RR. will probably be extended to Pottsville when completed. The undertaking is one of magnitude, but may be accomplished.
- May 16, 1835 Engineers locating route of the Pottsville and Port Clinton railroad. Stock offering in the Little Sch. and C Catawissa R.R. (to run from Port Clinton to Catawissa) taken up by Philadelphians, when the books opened May 8. At this time, too, preparations were made on the Spohn tract to work the vein below water level and to follow the bed down to an indeterminate distance to determine its extent. The greatest depth reached in any operation in the county, to this time, was not over 100 ft. measured perpendicularly.
- May 30, 1835 Boat men were evidently working up trouble, apparently a combine to boost rates, and the Journal warned that this would do no good and probably much harm. In other countries they were reminded, they would go to jail for such actions.
- July 4, 1835 Boatmen Strike.
- July 11, 1835 Effort made to come up Schuylkill in canal boat - strikers interfered. 17 ringleaders in the "turnout" were arrested. 200-300 strikers paraded in Pottsville. Trouble over next week.
- July 25, 1835 266 boats carrying 10,931 tons which passed down.
- October 17, 1835 Mr. Haywood began manufacture of steam-engines.
- November 7, 1835 10 striking boatmen pleaded guilty at Reading- fined 1 cent each and costs, to stand committed until the latter were paid. As the costs were said to be \$1500 to \$2000 the sentence was considered pretty severe.
- November 14, 1834 7 miles of the West Branch road laid with iron rails at a cost of \$25,000.
- November 21, 1835 Rhode Island Silk Co., in Providence, was said to be using a 6-horsepower engine in its mill, the steam being generated with "anthracite siftings" at a cost of 33 cents a day. This was made possible by a draft device known as "Reynold's Patent Blowing Apparatus."
- December 12, 1835 Shipments for 1835, exclusive of about 12,000 tons sent from Pine Grove, were:
- | | |
|------------------------|---------|
| Schuylkill..... | 297,563 |
| Little Schuylkill..... | 38,123 |
| Lehigh..... | 90,000 |

January 16, 1836

Del. Coal Co. declared 6% dividend for the preceding 6 months.

January 30, 1836

Reprint from the Boston Courier said that city had received 75,222 tons of anthracite in 1835.

February 13, 1836

A strong editorial condemned incorporated companies in the coal industry. Lehigh and Lackawanna were both worked by companies, and the Journal noted that the best year Lehigh ever had was 131,250 tons and Lackawanna's best year was 335,685 tons. Against this Schuylkill's best year was 335,685 tons of which three companies had produced only about 91,000 tons while individuals had produced about 243,000 tons. Moreover, in 11 yrs. Schuylkill had shipped twice as much as Lehigh had done in 16 years and three times as much as Lackawanna in 7 years.

The Board of Trade reported for 1835:

Schuylkill.....	335,685
Lehigh.....	131,250
Lackawanna.....	90,000

The Board also noted that the Spohn mine had descended 176 feet on the dip, or 116 feet vertical below the water level line, and that a 20-horsepower engine was working there.

At Black mine, workings were 174 feet down on the dip; while at York farm the depth was 135 feet on the dip, or 75 feet vertical. Another below water level working had been started at St. Clair and still another about 3 miles north-east of Port Carbon. Haywood and Snyder, the Board noted were "at present engaged in constructing three steam engines for various purposes in this immediate vicinity.

February 20, 1836

J. noted a public meeting, held in Penna. Hall, Feb. 11 to protest the incorporation of new coal companies by the legislature.

February 27, 1836

Del. and N. American Co. had been seeking new charters from the legislature, and the Senate voted for them. The Journal again took up cudgels against the companies. During the preceding year, it said, 51 established operators and 23 new ones just getting under way had mined 224,969 tons, while companies representing more than \$600,000 capital had mined only 69,437 tons. These companies were the Delaware 39,236 tons; N. American 22,890 tons; Danville and Pottsville R.R. 7311 tons; Of 7-openings below water level - 5 by individuals.

April 2, 1836

Charter extended 20 years Del. Co. (from 1838)

April 9, 1836

Governor signed bills incorporating Del. and N. American Coal Co's. Journal made semi-weekly from weekly. (lasted till 1838 - then reverted to weekly).

January 13, 1838

Sch. Navigation Co. report says 523,152 tons went down stream during the 1837 season, and that total shipments from all fields were 874,539 tons. Tolls received on coal were \$484,799.29

January 17, 1838

Pottsville Board of Trade reports total anthracite shipments for 1837 as 896,983 tons, divided thus:

Schuylkill.....	523,152
Lehigh.....	192,595
Lackawanna.....	115,387
Beaver Meadow.....	31,307
Pine Grove.....	71,000
Wilkes-Barre basin.....	17,492

The Schuylkill line trade was 28,775 tons, and total shipments for all regions, 1820-37 inclusive, were 4,094,297. The report said there were 60 operators in the Schuylkill region, that during the year Haywood and Snyder had erected three new steam engines at coal mines; and that B.F. Pomroy had completed a new shop in Pottsville to build engines.

It is obvious that neither of the above reports of total 1837 tonnage were correct, for on Jan. 27, the J. said "We learn that 15,000 tons of coal were sent to market from the Lykens Valley region, by the Lykens Valley R.R. and Coal Co.", and this tonnage was not in either of the two reports given above.

Latter part of January. About this time there was much interest aroused over the experiments made in Wales by George Crane, who smelted iron by using Welsh anthracite. Crane, later came to America to demonstrate his method. But as early as Feb. 21, the J. had noted that "Dr. Eskert of Pine Grove, is now making preparations to make the experiment of smelting iron with anthracite coal, and March 10 this paper noted that "Mr. Van Buren, of South Easton", had been making anthracite iron, running off about 20 tons of gray iron, and using a furnace built under Dr. Mott's patent. The article added, "We learn that Mr. John Pott, in the neighborhood of Schuylkill Haven, has erected a furnace and is making preparations for the same experiment."

March 28, 1838

J. said - Burd Patterson planning to erect anthracite furnace on island in Pottsville.

1838

In this year Frederick W. Geissenheimer of N.Y., advertised in J. that he had patented a hot air blast method of smelting iron in Dec. 1833; that the methods used by Crane in Wales and Brought by him to this country were an infringement; and, in short, warning experimenters to watch themselves.

April 11, 1838

Bannan gets idea of describing Sch. Col. coal operations individually. 1st one on this date -- "Salem Vein Colliery", on the Greenwood property - - owner - Samuel Lewis - Description - "one of the handsomest in our region." Slope 268 ft. long, vertical depth - 142 ft pump - 12 inch interior diameter, and 30 horsepower steam engine - included in equipment. Cost of sinking and equipping this mine app. \$14,000 Bed - 3 to 5 ft. and at time of writing Bannan said workings were under the "main St. of our borough."

1838

Coal business slow getting under way. Winter warm.

April, 21, 1838

Trade poor - shipments to date almost nil.

May 19, 1838

By this time only 523 boats had gone down with 27,941 tons (incl. Little Schuylkill shipments).

June 2, 1838

J. noted coal business bad - Bannan (Whig) blamed it on national depression (he said) caused by Jackson - Van Buren administrations.

Shipments to that date from all regions - 67,000 tons, against 132,534 tons at same time 1837.

June 20, 1838

Canal Commissioners announced - (a) two locomotives of the Columbia and Phila. R.R. to be equipped for burning anthracite. (b) Danville-Pottsville R.R. bought a locomotive to carry coal from Shamokin to Sunbury. (Shamokin, which a little later was advertised as sure to become a second Pottsville than had about 30 or 40 well built houses. Acc. to J.

July 11, 1838

P.G. had shipped 6264 tons coal.

July 25, 1838

J. noted "that coal trade at present is wretchedly dull" and forecast a general suspension. Some mines already idle.

August 10, 1838

J. reported (from Mauch Chunk Courier) that furnace of Boughman, Guiteau and Co., of that place had been working satisfactorily with anthracite as the sole fuel.

September 1, 1838

Season had been dry. J. reported 150-200 canal boats stranded at Hamburg. I week later - heavy frost - water low shipments ceased.

Sept. to date 1838

Total shipments of anthracite 450,000 tons against 574,000 previous year.

October 6, 1838

J. noted "Our trade is brought nearly to a stand again by a collision between the dealers, operators, and boatmen as regards the price of freight. A large number of the dealers below have sent orders not to ship coal for over \$1.30 a ton. The boatmen will not dudge under \$1.50 and the consequence is the operations are compelled to suspend nearly all the business.

November 3, 1838

J. recorded that the locomotive "North Star" had hauled 55 cars containing 133 tons of coal from Shamokin to Sunbury.

December 22, 1838

J. noted that next number of J. would complete its 14th volume - 10th volume under Bannan.

1839

J. opened new year with recap. in Sch. Coal Industry. The impressive total of 10 steam engines raising coal was dwelt upon, the details being:

- 2-Geo. H. Potts, Tunnel and Black Mine veins Borough.
- 1-Potts and Bannan, Tunnel and Black Mine veins Borough
- 1-Samuel Lewis - Salem Vein
- 1-Charles Ellet-Salem vein - Port Carbon
- 1-F. B. Nicholas Lewis vein - 2 miles up Valley R.R.

1839(4on't)

- 1-Wm. Wallace and Co. - Lewis vein - same tract
 2-North American Coal Co. - Centreville - Spohn vein-
 (1 not working)

Financial statistics of the Sch. Coal industry, including the above deep workings and the water level mines, said to number about 120 were:

38 miles public incorporated railways	2555,000
48 miles laterals, above ground	100,000
45 miles laterals, underground	18,000
1725 freight wagons for railroads -	129,375
129 collieries, including drift wagons etc.	258,000
831 canal boats, horses, tackle etc.	384,000
60,000 acres coal land, averaging \$50.	3,000,000
Working capital of collieries	500,000
10 steam engines with apparatus	150,000
Mining towns, wharves, etc.	2,500,000
	<u>7,334,375</u>

Shipments for 1838 were reported thus:

Schuylkill.....	431,719
Lehigh	152,699
Lackawanna.....	78,207
Beaver Meadow.....	44,966
Hazleton.....	14,321
Laurel Hill.....	2,001
(decrease of 140,938	<u>733,875</u> tons
from 1837)	

Navigation Report: 433,875 tons shipped down Schuylkill with 30,390 going into line trade. Board of Trade report total 738,968 tons, using J. figures except for Sch., where the Sch. Navigation figures were substituted, and adding 13,000 tons for Pine Grove.

January 26, 1839

Terrible storm. J. of Feb. 2nd said that during the storm a fire built at the mouth of "Mr. L.C. Dougherty's coal drift" to keep the works from chilling, ignited the props. The blaze was extinguished and two men went in to see if there had been any injury beyond. They were caught in a body of gas and suffocated. J. said that the hanging of grates at drift entrances, for ventilation purposes, was common and that care should always be taken to avert accumulations of gas.

As a matter of fact, Dougherty's drift, which was in a gap above Minersville, had really taken fire and was still burning the following July, when Bannan visited it.

February 16, 1839

By this date Haywood and Snyder were ready to erect a 30 horsepower engine for Milnes and Spencer "on the Black Mine and Tunnel veins, on the Wood's property." Another was to be erected for Haywood and Co., on the Salem vein, at Young's Hollow and the Del. Coal Co. was also arranging to install one.

March 7, 1839

For some time transportation on the Schuylkill Canal had been unsatisfactory. Lack of water (although Tumbling Run dams had been built as reserve feeders) - dissatisfaction over toll charges - improper weights allowed on boats therefore overcharges on coal tonnage. The coal trade was outgrowing the method of transportation. J. of t is date said that Samuel Silliman (Pres.) and coal shippers had met at Port Carbon and named committee to ask Navigation Co. for better water supply.

March 16, 1839

Improvement Association started to take over lands of old N.Y. and Sch. Coal Co. between the West Branch and the Swatara. Lands sold conditionally to Stockton & Stevens, who were according to Bannan "the same persons who are now aiming at the entire monopoly of the coal trade of eastern Penna. S&S were interested in transportation in New Jersey and in getting cut-off so that their boats could reach N.Y. without taking the long circuit through Phila.

October 26, 1839

J. Article "New Source of National Wealth - The Anthracite Furnace" This was the Lyman furnace and at the time of writing it was yielding about 3 tons of fine iron at each run, morning and evening. Furnace 33 ft. high; Hearth 3½ by 5 by 5, and with an 8ft bosh.

November 14, 1839

J. noted. 24 active steam engines in County (16 made by Haywood and Snyder) Dist: Coal mining 16; mills 4; cupoles 1; iron furnaces 2; boat building 1; railroad 1.

November 23, 1839

J. reported that Farr and Kuzie had a stack ready for anthracite at Spring Mills; that Reeves Whitaker and Co. planned to use anthracite in an old charcoal furnace at Phoenixville, that Burd Patterson had a new furnace at Roaring Creek, and that George Patterson had one at Pottsville.

March 23, 1839

J. announced that years coal trade would open with red ash \$2.50 at the landings, white ash \$2.25 to \$2.50, and freights \$1.25.

1839

Tonnage on railroads:

West Branch.....	161,000
Mount Carbon	80,182
Schuylkill Valley..	70,419
Mill Creek.....	47,789
	<u>806,192</u>

January 18, 1840

Schuylkill Navigation Co. Report:

442,608 tons sent down, including 248 tons from Union Canal. Line trade 23,924 tons.

J. gave its own 1939 figures thus:

Schuylkill.....	442,562
Lehigh.....	140,651
Delaware.....	122,300
Beaver Meadow.....	38,429
Hazleton and Laurel Hill.....	34,000
Sugar Loaf.....	7,350
Pine Grove.....	20,639
Shamokin.....	11,930
	<u>817,659</u>



January, 1840

Annual Report Board of Trade

Schuylkill.....	442,608
Lehigh.....	220,645
Lackawanna.....	122,300
Pine Grove.....	20,639

This report is significant for the indictment it drew against the Sch. Navigation Co and its open advocacy of shipments by rail. P.&R. R.R. rapidly being extended from Reading to Mt. Carbon. According to Board - The cost and waste on landings, in boats, and at Phila. amounted to \$3 or \$3.25 per ton. A vast saving would be effected when R.R. would be ready to haul coal all year through and get it to Phila. within 24 hours instead of 4 or 5 days. Board felt that increase in anthracite blast furnaces would be stabilizing element in the coal trade.

May 2, 1840

J. said 2 anthracite furnaces being built at Shamokin To use Shamokin coal - Danville ore. This is not Sch. Co. coal History but the digression is made because at one of these furnaces there was employed a young clerk who played a great part in the coal industry - Franklin B. Gowen.

May 30, 1840

J. noted "recent trials have fully developed the fact that all our steam power can be driven by the refuse coal" and spoke of forced draft by the use of power fans.

June 20, 1840

J. said that the anthracite furnace of Biddle, Chambers and Co. at Danville had been blow in Monday, June 15.

July 4, 1840

J. noted that Reeves, Whitaker and Co. furnace at Phoenixville had been in blast since June 18.

July 18, 1840

J. - "The first anthracite furnace of the Crane Iron Works near Allentown has been blown in successfully. This make the fifth furnace blown in exclusively with anthracite in the United States.

This notation is of interest because it has been generally believed that the Thomas experiment was the first successfully blasting with anthracite in America.

August 8, 1840

J.---Geo. Pattersons Columbia furnace at Danville, leased to Messrs. Grove, had been blown in a few days before.

August 15, 1840

J.- John Pott of the West Branch Valley, had turned his charcoal furnace to anthracite exclusively within about 2 weeks.

October 31, 1840

Announcement made of sale of the Lyman furnace to Marshall and Co.

1841

With the beginning of the year better transportation facilities uppermost in every mind.

January 1, 1841

Lengthy discussion on rr. and benefits of it in the J. (They expected it to be complete by July).

January 18, 1841

Sch. Nav. Co. report for 1840 -

552,291 tons went down stream-line trade being 41,223 tons. Rate out during year to 90 from Mt. Carbon to Phila. with 50 cents the rate on pea-coal. The J's. figures on coal movements were:

Schuylkill.....	452,291
Lehigh.....	102,264
Lackawanna.....	148,470
Beaver Meadow.....	43,619
Hazleton.....	50,366
Sugar Loaf.....	29,039
Pine grove.....	23,860
Shamokin.....	15,505

February 27, 1841

Board of Trade report same as J.

April 3, 1841

J. said that Stanhope Iron Works in New Jersey had blown in a furnace with anthracite solely, and presented communication by Samuel B. Fisher figuring anthracite territory as 552,200 acres, excluding the Wyoming and Lackawanna regions.

August 1841

Coal 10% higher in Phila. than in May.

August 21, 1841

J. said Potts & Bannan had installed at their mine the largest engine in the country made by Pomroy and Maginnis. 14 inc. cylinder, 4 foot stroke.

August 24, 1841

Lehigh Canal out of commission so long that by this date only 15,519 tons had been sent down as against 140,000 previous year.

September 17, 1841

Valley Furnace (Taylor and Co.) blown in with anthracite.

October 23, 1841

J. article on composition of various coals: Summit mines of Lehigh Co. - volatile 7.50; fixed carbon 88.50; ash 4. Schenoweth vein, Pottsville - volatile 1.40; fixed carbon 94.1; ash 4.50. Neighley's tunnel, third vein - volatile 5.40; fixed carbon 89.2; ash 5.40. Snyder's mine, Shamokin - volatile 6.10; fixed carbon 89.99; ash 4.

November 13, 1841

J. told of John M. Crosland experimenting with a steam-driven canal boat, had started down stream only to break the connecting crank some 3 or 4 miles down. Craft called "New Era", trip east tried later also.

November 27, 1841

J. noted that Port Clinton tunnel (rr.) would be finished in a few days, and that between Dec. 15 & Dec. 25 a train would leave Pottsville for Phila. The paper advocated a fare to Phila. as low as \$3. "which is only a reduction of \$1.50 from the present rates." Depot at Mt. C. to be finished shortly.

This issue contained letter from Wm. Morris, locomotive builder, guaranteeing that his Class B locomotives could make 150 trips a year from Pottsville to Phila., with 200 tons in 87 cars, the running time each way to be 10 hrs.

1841

Meanwhile, the rr. Co., had been advertising, under date of Aug. 14, 1841, that it hoped to open in Nov. and that rates on coal would be:

Pt. Carbon)	Dec. to Feb. inc.	\$1.50	per ton
Mt. Carbon (to Phila. Pottsville)	Mar. to June	1.75	" "
Sch. Haven(	July to Nov.	2.00	" "

From Mt. Clinton 25 cents a ton less, and an allowance of 20 cents a ton to those shippers using their own cars.

January 1, 1842

Coal statistics, as pub. in J. of this date, for 1841, the last year that the canal had coal shipment to itself.

Schuylkill.....	584,692
Maruch Chunk.....	78,164
Beaver Meadow.....	26,224
Hazleton.....	21,265
Sugarloaf.....	17,170
Pinegrove.....	17,653
Shamokin.....	21,463
Lackawanna.....	182,937
	956,566

That total does not include Wilkes-Barre which had been noted in some preceeding years, nor Lykens Valley. Probably the full tonnage for the year, for the first time, reached 1 million tons.

Other statistics:

Total shipments from Sch. since 1820	4,250,821 ton
Steam engines in County	30
" " built in P. for mines (1841)	7
Total steam horsepower at mines	710
Sch. canal line sales (1841)	40,584 ton
Hauled by Sch. Co. rrs. (1841)	542,661 ton

About noon on this day the first locomotive from Phila. arrived at Mt. Carbon. Train - directors and other rr. officials. They remained 2 hrs., leaving about 2 o'clock and making the run to Phila. in 5 hrs. and 40 minutes (100 Yrs.A.)

About noon on New Year's Day the first locomotive from Philadelphia arrived at Mount Carbon station. On the train were directors and other officers who were tumultuously greeted. They remained only two hours, leaving about two o'clock and making the run to Phila. in five hours and forty minutes.

But there had been something doing every minute of those two hours. The railroad officials accepted the invitation to a dinner and ball to be tendered by the Pottsville committee on Tuesday, January 11. In return they extended an invitation to 1000 citizens of Schuylkill to be their guests on a Phila. excursion, the train to leave Pottsville on Monday, January 10, and return the next day.

And Schuylkill arranged to do it in style. It was quickly decided that when the 100 guests got to Phila. they would hold a parade. They would detrain at Columbia Bridge, march down the railroad to Coates street, to Broad, to Arch, to Ninth, to Chestnut, to Third, to the Exchange. There were to be plenty of bands, and the parade was to include the National Light Infantry of Pottsville, the Swigsburg Grays, the Minersville Artillerists and the Washington Yeagers, comprising Pottsville Germans. Railroad contractors, colliers, coal men, in general

1842

and "prominent citizens" were to fill out the column.

So at dawn of January 10, a salute of thirteen guns were fired in Pottsville and at 10 o'clock a train of 43 cars pulled out. Some were closed but most of them were open, and the celebrators faced a breezy time. One the train was one ton of the best coal, which went into two great fires that night, one in the Exchange and other in the Washington House.

From Mohrsville down, the excursion was followed by a train of 52 cars of coal which had been mined by Potts & Bannan the preceding Saturday. All along the way the train was loudly greeted, and its appearance around the long curve above the river at the base of Mount Neversink was greatly admired. The Journal rapturously remarked that it was the largest single passenger train ever run in America or England.

But, as sometimes happens to excursions, the train fell behind. Instead of reaching Phila. middling early in the afternoon it the afternoon it did not get in until dark. But the parade was held, just the same, and there was a great dinner at the Washington House, at which only a small percentage of the celebration could crowd in, a thing which has occurred both before and since.

Coming back, the invited guests were carried in two sections which left Phila. 9 A.M. Tuesday, one reaching Pottsville at 5:30 P.M. and the other not until 7:30. It was here that Chas. M. Schwab's story of the bandman who lost his bass drum had its inception. Somehow or other, the main body of pilgrims lost two bands of music, a hundred or so worthy burghers of Pottsville, and the whole company of Washington Yaegers under the doughty Captain Dorflinger. Indeed, it was not until two days later--the following Thursday evening--that these lost tribes finally got back to Pottsville.

As the Journal said, a new epoch had opened in the history of the coal region. There are few dividing lines clearly marked in history, but the advent of rail transportation sharply defines the two distance parts of Schuylkill's coal chronicles.

To a twentieth century mind there may seem something childish in the joy of Pottsville, more than eighty years ago, over the advent of the railroad, and the open-hearted fashion in which citizens and railroad officers. The railroad people actually seemed glad to extend their line to Pottsville, and the people of Pottsville seemed genuinely glad to have it come.

(Taken verbatim from 100 Yrs. Anth. 9--above Paragraphs.) P.14.

January 22, 1842

Sch. Navigation Co. report printed - tonnage 1841

Schuylkill.....	584,692
Lehigh.....	142,154
Lackawanna.....	193,800
	920,646

These figures incomplete - Board of Trade report (following wk.)

Schuylkill.....	584,692
Mauch Chunk.....	78,164
Beaver Meadow.....	26,224
Hazleton.....	21,263
Sugarloaf.....	17,170
Lackawanna.....	192,270
Pinegrove.....	17,653
Shamokin.....	21,463
	TOTAL--- 958,859

- January 29, 1842 J. noted - Sch. Navigation Co. cut tolls for 1842 to 75¢ - reduction of 15 cents.
Also - legislature considering a tax on all coal - \$25 per ton.
- January 31, 1842 Meeting held to protest. Statistics showed \$17,526,000 invested in Sch. Coal business. (This included also money value of coal towns - rrs Sch. Canal.
- March 1842 This early the Mine Hill R.R. had set the example of handling P.&R cars and having them loaded directly at the mines. The Mine Hill road had been equipped with 62 lb rails, the heaviest in U.S. and it was considered the most prosperous rr in the county.
- April 2, 1842 Schuylkill Navigation Co. had been asked to reduce rates. Announcement made that canal rate on coal would be \$.54 from Pt. Carbon and Pottsville, \$.50 from Schuylkill Haven, \$.45 Port Clinton. These were tolls only freight charges being additional. Meanwhile, the rr. had advertised \$1.50 a ton as maximum for 1842, with \$.30 a ton drawback for shippers using their own cars.
- April 22, 1842 Coal Mining Asso. petitioned Congress for a tariff of \$2 a gross ton on Coal.
- July 6, 1842 R.R. cut rate to Phila. from Pottsville to \$1.10 from Schuylkill Haven to \$1.
- July 9, 1842 First notice in J. about strike (turn-out it was called then) the first real strike in the Schuylkill mines. Subsequent notices appeared until Dec. 24, issue .

Verbatim-- "But a more sinister thing happened about this time -- the first real strike in the Schuylkill mines, a "turn-out", as the Journal quaintly styles it. The first notice was in the issue of July 9, and there were subsequent notices until the issue of December 24. The running account is taken from issues included in those dates.

It appears that sometime during the week beginning Sunday July 3, a number of miners and laborers employed around Minersville had downed too. They alleged as their grievance that they were not being paid in money, but in store orders. The Journal tried to soothe the situation by remarking that the reduction in the tariff on coal had injured the Schuylkill trade, and that little coal was being sold for cash.

These mild comforts did not seem to have much effect for on Saturday afternoon, July 9, a mob from Minersville, armed with clubs, came down the Norwegian railroad through Pottsville, and forcibly drove the laborers from the coal landings.

That evening certain Minersville citizens being alarmed, the sheriff got out two malt companies under Captains Wynkoop and Dean, Minersville quieted down, and the troops returned home on Sunday. On Monday, the sheriff ordered the Orwigsburg and Schuylkill Haven militia into Pottsville, and Chief Burgess John M. Grosland set forth the law on rioting in a proclamation.

1842

Meanwhile, about a thousand strikers had gathered at "Mount Laughee" and about noon on Monday marched to Pottsville. They were met at the borough line by the chief burgess and the sheriff, and cautioned to throw their clubs away. They did so and then marched through town to the Orchard, where District Attorney Hughes, Chief Burgess Crosland and others addressed them.

A committee was named to see the employers - Dr. Thomas Brady, Edward Colehan, Edward O'Connor and Robert M. Palmer. The employers declined to see these men as not being employes. The Journal referred to them as "narrow-minded and bigoted partisans," and as "boys and comparative strangers" who knew little or nothing of the coal business.

The Journal had taken the position that the grievance was real, but that more would have been accomplished by peaceable representations than by striking, and that the loss occasioned to mine and canal employes would amount to \$25,200 a week. By Wednesday, July 13, some of the strikers had gone back to work, but on Thursday armed men drove the workers away from Christ's mine at Wadesville and one supposed leader was arrested.

Meanwhile an "address to the public" had been issued by Dr. Thomas Brady, and soon after the Wadesville affair mobs attacked workmen at Cockill's mine at Llewellyn and Milnes and Haywood's operation on the West Branch, and conducted a night raid with stones and guns against the house of a miner, living about a mile from Minersville and working for Samuel Heilner & Son.

The Journal reported that not more than 1500 of the 3000 to 4000 men employed in mining had been engaged in the strike, and reiterated that the order system had been used because of the scarcity of cash and the dullness of trade. By the end of July a good many alleged rioters had been arrested, and the Grand Jury having made a presentment against a dozen or more. Judge Blythe issued bench warrants. Early in November it was made known that one Birney, convicted of rioting in Minersville, had been sentenced to six months in jail and costs amounting to about \$100, and one more accused man was similarly punished.

The aftermath lasted quite a while, and the committee headed by men who were not miners was very active. They must have made some mention to the effect that wage claims should be paid in cash, as established by law, and they certainly favored a law making wages a first lien on the land worked - regardless of the fact that the man who worked the land who owed the wages, was rarely the land owner. (100 Yrs. Anth. P.16)

September 3, 1842 J. said that Joseph Coates worth of Pottsville, was making safety lamps, which were better and cheaper than the imported lamps.

October 1, 1842 J. recorded that a charter had been granted for rr. from Pt. Carbon to Mt. Carbon - giving Mill Creek and Sch. Valley rr's direct connection with Reading rr. thus connecting half the mines in the region with the route to tide.

1843 Early in year Gov. Porter recommended tax on coal and iron. J. condemned plan.

This year saw the birth of the "company store."

1843 -Verbatim- The year of 1843 saw the birth of what was an undoubted evil -- the "company store." There is no question that there were cases, in various mining regions where coal mine owners were obliged to establish stores to supply remote mining villages. There is no question that, even today, there are a few mercantile establishments in the anthracite region which are conducted by mining companies, but these latter day stores are conducted primarily as a matter of convenience and in most cases, as far as can be judged, they are so well-managed and reasonable in price as to command considerable trade from the general public.

But the company store of 1843 was no such thing. Whatever its theory, in practice it reduced itself to a device whereby the employer got two profits--one from the labor of the employe and the other from the bill of goods the employe bought. It would be idle to deny that men were obliged under one pressure or another, to deal, and deal liberally, at the establishment of the employer. It would be equally idle to deny that in many cases about all the pay handed out was in the form of store orders.

That such a system was not only an abuse, but an abuse that would cause grave discontent, should have been obvious to the most casual observer. Whatever may be said about the hard coal miners, It can never be say they have not always been liberal spenders, but like other human beings they like the feel of their own money, and although they may spend a month's earnings within ten minutes after receipt, they prefer like the rest of us to do the spending in their own way.

The growth of the "company store" was not due to companies, but to individuals -- for there was but one incorporated coal company in the Pottsville neighborhood at that time. The gist of it was this: A good many merchants and tradesmen, bitten by the coal boom, decided to go into the mining business. Perhaps things did not pan out well and they were unable to raise cash; or perhaps things did go all right, and they saw a chance for double profits. Their employes forthwith were paid wholly or in part by the store order system.

The men in the coal business as their sole interest began to open their eyes. They perhaps saw some newcomer, by reason of "company store" profits, able to go ahead while the old timers were in trouble. The incentive, of course, was to follow the newcomer's course and establish a "company store." These things are no exaggerations. Such was the genesis of an undoubted abuse, and the "pluck-me" store system was a child of those "good old days."

As early as May 20, 1843, the Journal warned against the thing saying that "a wrong injurious system of business is about being engrafted upon the trade of our region." The Journal condemned the store system as wrong in principle and pernicious in effects, and branded it as likely, if fully developed, to bring about public resentment toward the coal industry in general. There was never a truer warning. Sixty years later the "company store" business, though perhaps overdrawn, was held up as typical of the coal industry, although by that time the vast bulk of the tonnage was produced by interests that had not, and never did have, a company store.

Again, June 3, the Journal inveighed against paying miners

1843--

by the store order system, pointing out that it was detrimental to coal region mechanics and to merchants not connected with coal mining. The editorial even advised the miners to enter into specific wage contracts, specifying what wages were to be if paid in cash, and adding a percentage sufficient to wipe out the store profits if payment were to be by order.

On June 10, the Journal quited a coal mine owner ad saying he had been in business thirteen years and had never conducted a store. But when he saw storekeepers and mechanics going into the coal business, he felt forced into the store business as a matter of defense. The Journal admitted the force of these remarks and added that "these men who go into it (mining) without sufficient experience and adequate capital almost immediately become embarassed, and being greatly in need of fund are frequently and almost invariably compelled to sacrifice their coal to supply immediate and pressing wants," which generalized business for everybody. Here is first hand evidence of what the "good old days" were like, and what the speculative era in anthracite led to. (100 Yrs. Anth. P.17)

Interest in beginning of anthracite iron-trade.

January 18, 1843

Schuylkill Navigation Co. Report

Schuylkill Canal.....	491,602
Lehigh Canal.....	271,374
D & H Canal.....	205,258
P & R R.R.....	49,398
	<u>1,017,658</u>

Board of Trade gave the same report except that it included 47,346 tons for Wilkes-Barre. The Board advised against cutting coal in winter and recommended that winter work be confined to driving gangways and aircourses, an idea which the J. approved editorially.

May 20, 1843

Low coal prices.

June , 1843

Early in the month, J. said Union collieries - about 2 miles beyond Port Carbon for sale.

July 15, 1843

Influenza epidemic. Attacked miners last but did complete job on them. At one mine with 80 employes, only 1 man escaped.

July 22, 1843

J. described visit to "Mackesburgh Collieries" just opened - Broad Mt. upon the two largest veins known in the region - Jugular and Daniels. Everything complete railroads, chutes, platforms, 10 dwelling houses, etc. Total cost \$9,000 According to Bannan Jug lar 20 ft Daniels - 16ft.

November 11, 1843

J. said the canal boat President, Captain Werner had been sent to Phila. the previous week by Gideon East with 71 tons of 16 cut of coal - largest load ever sent down.

Dec. 2, 1843

John M. Crosland described in J. the iron boat whose building he helped supervise in the I.F. Morris yards in Phila. Weight 18.6 tons, and cargo on first trial was 69.5 tons, drawing 4 feet 1 inch of water.

About Dec. 9, 1843

A week later - R.R. made winter coal rates \$1.10 from Pottsville, \$1.00 from Schuylkill Haven.

January 6, 1844

J. printed discussion by Col B. Ayerigg of grades etc. for R.R. from Schuylkill Haven to Susquehanna to "connect the Schuylkill with the Swatara."

Also an article on P.&R. R.R. which said that it carried 50,000 tons of coal in 1842, and 230,000 in 1843. The Co. had 1592 coal cars carrying about 3 1/4 tons each, and had contracted for 1,000 or 1,200 iron cars of 5-ton capacity. It had also borrowed \$1,000,000 to double-track the line from Pottsville to Phila.

"We would remark", said the J. "that the feeling among the Sch. Co. operators is decidedly in favor of the railroad....in consequence of the greater facilities for conducting the business...there are but few operators who would not...prefer the communication by rr. at 12 1/2 cents and in some cases 25 cents per ton advance, to that of the canal.

January 13, 1844

Schuylkill Navigation report:
coal tonnage for 1843 - 447,058 9% decrease
Total charges, and toll and freight, for coal - less than ~~the~~ $\$.01\frac{1}{4}$ per mile per ton. In England the cost was $\$.02$.

January 27, 1844

J. statistics

Schuylkill.....	677,295
Canal.....	447,058
Railroad.....	230,237
Lehigh.....	267,734
Pinegrove.....	22,905
Shamokin.....	10,000
Lackawanna.....	227,685
Wilkes-Barre.....	58,000
TOTAL--	1,843,539

Board of Trade gave same figures (printed Apr.6)
The County's gathering railroads had handled 618,391.
Early in the year the Navigation Co. began a bid for more trade, announcing that the toll from Pottsville would be \$.36 and from Port Clinton \$30. It was decided to offer \$50 \$100 \$150 premiums to the skippers making the most trips to N.Y. and Phila.

March 2, 1844

Starting with issue of March and continuing in the following issues - April 6, May 25, June 1, June 15, and Sept. 28, the J. gave story of the new system of breaking coal - the coal breaker.

Verbatim----

The year 1844 saw the general establishment of the mechanical coal breaker.

The original system of breaking lump coal, the Journal said, was by using hammers on the lumps in a pile. This method cost about 50 cents a ton. An improvement was made whereby the coal was spread on a perforated iron plate, the fragments thus screening through. This cut the cost to ab ut 37 1-2 cents a ton.

Early in the year a new mechanical breaker, designated as "Mr. Battin's steam coal breaker," was in operation

1844

at the mines of Gideon East, on Wolf Creek, above Minersville. "This device consisted of cast iron rollers 30 inches in diameter and 30 inches long, set in pairs. The top pair had a space of six inches and crushed the big lumps. The broken coal then fell to the second pair, set closer together, and from these rolls the coal went into circular screens "from which it passes directly through the chutes into the cars without handling." At 19 horsepower engine operated this device, which was capable of -- crushing 300 tons a day and which cost, with engine, about \$3,000.

Battin's device had appeared at least a year earlier than this notice, for the Board of Trade report for 1843 said that at least five of his breakers were in operation. The cost of breaking and sizing coal with this breaker was given as 25 cents a ton, and this included Battin's royalty of 2 cents a ton. Considerably before this "Mr. Sabbaton" and "Mr. Larer," the Journal said, had tried to break coal by machinery, but the process was not successful. The cost under the Battin system the Journal said, was "as low as it can be reduced."

Most of the enterprising operators established the Battin system. Gideon East, Milnes and Spencer, the Delaware Coal Company, Andrew B. Wjote, the Heilner operations, J. F. Taylor, Lemison and Gaskin, of Pinegrove; William Payne, James C. Oliver, and the Hazleton Coal Company, in the Lehigh region, were mentioned.

Milnes and Haywood attempted an improvement on the Battin system. They had one roll with teeth and another with perforations into which these teeth meshed. The scheme was not good. The rolls jammed very easily, according to Thomas Stapleton, of Tamaqua, who worked in the mines around Pottsville back in the forties, who; is, at this writing, still living in Tamaqua at the age of 92; and who gave some of his early experiences in an interview printed in the Journal on January 22, 1923. Besides, Battin claimed that this was an infringement on his patent.

There was also a Richardson breaker, which was said to operate much like a flax cutter, and which was first installed by David Chillas at Port Carbon. There was also a breaker being used in the Hazleton neighborhood which was described as a cast iron roll which crushed the lumps against parallel bars. (100 Yrs. Anth. p.18.)

March 21, 1844

From 1st of year to date P. R. R.R. had taken down 47,546 tons, of which 35,038 from Mine Hill R.R.

March 30, 1844

J. noted. After a trial lasting 8 days. John C. Offerman won a verdict of \$2,500 for damages to his brick house from Greenwood slope workings.

April 20, 1844

The House at Harrisburg voted down 51 to 31, the regular yearly proposal to tax coal. This time it was to have been 20 cents a ton on both anthracite and soft coal.

June 8, 1844

Previously the locomotives hauling coal had burned wood, but on this day the J. announced that the P. & R. RR had equipped 4 locomotives to use coal, and rest would be altered also.

September 14, 1844

J. noted that the locomotive "United States", a Baldwin product, had taken down 150 cars weighing 340 tons and carrying 564 tons of coal. "The greatest performance in the world," said the J.

October 1844

By middle of this month double track Phila-Pottsville completed.

October 19, 1844

J. records that "Ontaino" an improved engine capable of hauling 1000 tons on level track, took down a train of 150-5 ton cars.

Dec. 1844

Middle of month, men working on Schuylkill Valley RR adapting it to suit traffic conditions on Reading road, went out on strike, when wages were cut to \$.70 per day. Rioting - militia called out 46 men arrested, 14 held in court.

January 11, 1845

J. reported coal statistics, and announced the R.R. had devinitely taken precedence over canal.

Schuylkill.....339,934

Canal.....398,443

Railroad.....441,491

Lehigh.....377,821

Pinegrove.....34,916

Shamokin.....13,087

Lackawanna.....251,005

Wilkes-Barre.....114,906

TOTAL-- 1,631,669

There were 60 operators in this district, shipping 1000 tons or over per annum, the Del. Coal Co., leading with 75,367 tons. Pinegrove tonnage above was explained a week later as 18,496 tons from the Swatara R.R. The latter had been recently built, 6 miles long - equipped with 50 lb T. rails.

January 18, 1845

Schuylkill Navigation Report: Sch. Nav. Co. insisted that the canal could not be displaced by a rr. although coal tonnage was 11% below the preceding year. Its own report on coal was 398,887 tons, with 70,638 going into line trade.

January 25, 1845

Sch. Navigation President and Engineer S. W. Roberts report estimated cost of deepening canal to accommodate 100 ton boats -- \$1,080,000.

Board of Trade reported 22 below water level workings.

June 21, 1845

By this date it was made known that the Mine Hill R.R. was planning to extend to Tremont and join the Swatara there. Mining business expanding west of Pottsville.

June, 1845

By end of June, Minersville district was shipping 10,849 tons weekly.

July 26, 1845

Batten's roller system (Breaker) was being used in 34 Sch. mines by midsummer. On this date J. reported that it would be publicly tested at the Chillas mine, using white ash coal, and the following week reported that the test was satisfactory.

1845 - Verbatim There were a number of interesting bits of coal information scattered through the Journal this year. For instance, about 300 or 350 men were employed in the Little Schuylkill Company mines at Tamaqua; there were five collieries in operation around St. Clair and "Mr. A. Lawton is sinking a perpendicular shaft"; Eckert's furnace at Reading was blown in about September 1, and by October Dr. Eckert said he was getting 70 tons off iron with 250 tons of coal and hoped to get 80; the island furnace, rented by Dr. G. G. Palmer, was turning out 38 to 40 tons a week using a mixture of local ore and hematite; Haywood and Snyder displayed several T rails 18 feet long, 51 pounds to the yard, made by the Montour Rolling Mill at Danville. being the first made in this country from anthracite iron with anthracite coal"; at least 600 houses for miners were erected this year, "exclusive of those in the large towns"; there were eleven anthracite furnaces in the coal region and the strip from Pottsville to Philadelphia, with a weekly output of 610 tons and an annual anthracite consumption of perhaps 75,000 tons; and the one quarter interest of the late General G. D. B. Veim in the 1650 acres of the Lee Lands was sold at public sale to Messrs. Robinson, of Virginia, for \$41,500. (100 Yrs of Anth. p.18-19)

Dec. 6, 1845

J. said: Hard to get coal, since snow fell "Owing to the demand abroad for coal, the price has risen in this borough until it now costs \$3 per ton by the time it is put in the cellars, while it costs \$4.50 per ton in Phila.

January 10, 1846

J. gave coal statistics. (The paper by this time was the undisputed authority on coal facts, and its figures were almost universally accepted.

Population of coal region towns and townships was 14,036, ~~the~~ Pottsville 5,224. There were 68 steam engines of 2018 horsepower in use at the mines. There were about 100 operators, and 62 of them shipped 2000 tons or more the preceding year. The tathering R.R. had handled 1,071,731 tons of coal in 1845. Shipments were in excess of 2,000,000 tons as follows:

Schuylkill.....	1,083,796
Canal.....	263,559
Railroad.....	820,237
Lehigh.....	432,080
Lackawanna.....	269,469
Pinegrove.....	47,928
Shamokin.....	10,000
Wilkes-Barre.....	178,401

January 24, 1846

Schuylkill Navigation report published - reiterated faith of officers in water transportation. Report by Ed. Miller, Navigation Co. engineer on work already done suggested widening canal.

Reading R.R. report said that 17 new locomotives and 1,000 new iron coal cars would be delivered by June 1.

January 31, 1846

Navigation Co. advertised for barges with strike masts and for steam tugs of 25 or 30 horsepower, capable of drawing 4 barges at 4 mile per hour. Co. also sought power to own and operate these boats (too expensive for shippers)

Entire year spent enlarging canal.

February 7, 1846

J. gave Little Sch. Coal Trade of 1845:

Little Sch. Co.....	25,722
J&R. Carter.....	23,473
John Anderson and Co.....	10,050
James Taggart.....	9,677
Robert Hatcliff and Co.....	6,949
W. Cansler.....	428

(About 1 year later Little Sch. leased all operations to Carter and Heaton - Mr. Carter found dead shortly after)

March 14, 1846

Canal out of running for year: scramble for R.R. facilities. J. notes - charges of favoritism in car distribution. Reading ordered additional locomotives and 1500 new iron cars. Operators made liberal requisitions total they filed would have been sufficient to carry 2,500,000 tons (more than 2 regions output previous year).

Meeting held March 12 to try and make distribution equal.

Pres. Tucker - then Pres Reading R.R..

Verbatim-----

President Tucker, of the railroad, asked the operators to confer, and a meeting was held in Pennsylvania Hall March 12, Samuel Sillyman presiding. Tucker made his statement, and the operators agreed to name a committee was P. Neilner, George Spencer, for the West Branch; John R. White and John Douty, for the Norwegian; Benjamin Haywood and John Pinkerton, for Mill Creek; George H. Potts and James C. Oliver. for Schuylkill Valley.

These men recommended that one man be named for each of the four districts to examine the mines semi-monthly and report their needs to the president of the railroad, who would then apportion cars. These agents were to be paid by the railroad. John R. White offered a minority report to the effect that the inside foreman should make affidavit as to cars needs every two weeks, and if any operator fell 20 percent short of filling the requisitioned cars he was to be deprived of all service for one month.

The majority report was accepted. The Norwegian operators selected Captain Samuel J. Potts, while Mill Creek and Schuylkill Valley united on Captain George C. Wynkoop, The West Branch operators deferred their selection, and the Journal never pursued the matter of their choice.

(100 Yrs. Anth. p. 19- 2nd column)

Meanwhile another coal tax bill - 10 cents per ton on anthracite at the mine. Usual protest meeting.

April 18, 1846

Board of Trade report for 1845:

Tonnage figures identical with those of J. except for Lackawanna, which was reported as 273,435 tons. 95 operators in Sch. region - 33 on W. Branch; 32 in Sch. Valley, 21 on Mt. Carbon road and 9 on Mill Creek. list of 42 anthracite furnaces in Penna. and New Jersey, with an output capacity of 2360 tons weekly; and a list of 27 rolling mills capable of rolling 114,500 tons a year.

May 18, 1846

J. estimated total investment Schuylkill Coal Business \$28,856,000, including values of R.R.'s canal, and towns. J. said in 1845, royalties paid on coal in region at least \$300,000 average of \$.30 per ton.

June 20, 1846

J. printed table of miners wages (Sch. Coal Mines) in editorial Figures supplied by Del. Coal Co. which 2 years previous Bannan had been razzing as tottering and since 1842 they paid all wages in cash, where other operators paid in Company store orders.

	Miners	Laborers
1831	\$1.00	.82
1840	1.00	.80
1842	.875	.70
1844	1.10	.76
1845	1.13	.80
1846	1.25	.83

Following week J. noted figures from the Haywood and Snyder and Pomroy and McGinnis shops --showing weekly averages.

1842	\$6 to \$7.
1846	\$9.50 to \$12.

July 11, 1846

J. noted mine projected at town of Tremont (just laid out

November 7, 1846

J. noted first boat down canal that year - early in November. Cargo 160 tons.

January 2, 1847

J. circulation 1200 copies.

January 23, 1847

J. gave coal statistics: 105 engines in use at mines, 50 built in Co. during year. Approximately 120 operators working 142 mines, including Swatara, 35 of which below water level - 22 new mines being prepared, a dozen below water level. 51 steam driven coal breakers. 108 miles of canal, 330 miles of R.R. in use. Total value of transportation including tracks in the mines \$19,365,000, 7 operators - Little Sch., 7 Swatara, 3 Lorberry.

Shipments in 1846:

Schuylkill.....	1,238,002
Canal.....	3,440
Railroad.....	1,233,562
Pinegrove.....	58,926
Lehigh.....	522,989
Lackawanna.....	320,000
Wilkes Barre.....	192,503
Shamokin.....	12,572

May 8, 1847

J. noted gun cotton had been used in mine blasting cheaper than powder. New explosive manufactured from cotton had been previously mentioned.

July 10, 1847

Little Sch. had ceased its mining activities. On this date it advertised that it had relaid its road and that both passenger and coal trains from Tamaqua would connect with Reading trains at Fort Clinton.

August 16, 1847

Mine Hill R.R. began using loc. power between Minersville and Sch. Haven displacing horses hitherto used.

August 21, 1847

J. described new breaker. Patented during summer by De Haven and Umholt. Consisted of roller with teeth and perforations between teeth. It worked within a few inches of perforated plate. Coal fed from top was crushed against plate and supposed to be forced through the perforations on one side or the other. 4 in. use at the time.

September 4, 1847

J. editorial urging use of anthracite in locomotive. J. said it had been used on the Hazleton and Beaver Meadow line; P&R; on a Winans locomotive at Baltimore; and that Mine Hill Co. was looking into the matter.

Complaint -- In locomotive draft so strong that it fused coal and unduly heated parts of locomotive other than boiler.

October, 1847

Tollson coal, by rail, Mt. Carbon-Philadelphia \$1.60
Corresponding canal toll - \$.64 + \$.85 freight 1.49

Dec. 11, 1847

Sch. Navigation Co. said tolls for 1848 Mt. Carbon to Phila. would be \$.40 March, April, May; \$.50 June, July; \$.75 remainder of year. Freight rate on canal at the time Mt. Carbon to Phila. \$.74 cents.

December 25, 1847

J. Wm. Hennis patented an endless grate, turned by a wheel and lever arrangement, so that a fireman could alter the position of a fire, so to speak, and burn anth. in locomotive with troubles previously noted.

J. noted also--Lykens Valley R.R. and Coal Co. driving a tunnel through Short Mt. had struck 2 veins of 10 feet and 14 ft respectively with others in easy distance.

1848

A period of labor troubles, unprofitable markets, and difficulties over coal sizing began.

Operators had tendency to unite in common action against mine workers who also united in what may be called a labor union, the first in Anthracite History.

Bates Union (John Bates founder)

Formed because:

"First, that the industry was being ruined by speculators in coal mining, who went to smash in the first crisis and left their workers unpaid.

"Second, that operators in general were enforcing the "company store" system, or, at least, paying in store orders." --Both of these true according to J. Files.

This year also saw first locomotive on Swatara R.R. Property C. E. Spangler, Pinal.

January 8, 1848

J. noted - 100 operators in Sch. "As the expense of mining increases the number of operators are diminishing." During 1847 the Mine Hill R.R. and Swatara had connected 11 collieries on latter line. In all, there were 143 mines, 43 being below water level. 84 breakers, 57 being of Baitin system. Shipments aggregated a trifle below 3,000,000 tons for the whole anthracite territory, as follows:

Schuylkill.....	1,650,831
Railroad.....	1,360,681
Canal.....	222,693
Pinegrove.....	67,457
Lehigh.....	643,973
Lackawanna.....	388,203
Wilkes Barre.....	284,398
Shamokin.....	14,904

Feb. 3, 1848

Meeting to determine uniform sizing of coal.

Feb. 5, 1848

J. said that Milnes, Haywood and Co., who had shipped 96,000 tons the year before and thus led the region, had arranged to ship entirely by canal.

Feb. 19, 1848

J. printed letter signed "A Coal Dealer" saying that the Forest Improvement Co., "a coal ming Co. in disguise, and which is daily violating its charter" had tried to get the Mine Hill R.R. to carry coal produced on its lands at about half the regular charge, and later changed this to a proposal for a reduction on tonnage over a certain amount. It was also stated that the Improvement Co. offered iron for a second track if its proposals were accepted. They weren't.

Winter also acc. P&R. R.R. of hostility toward Mine Hill because it could not control - net result. P&R. applied for new R.R. west Schuylkill to parallel Mine Hill - Forest Improvement charged with backing this.

Issues of Feb. 26 and March 4, full of this.

March 11, 1848

J. gave following R.R. charges, per ton per mile freight and toll, on the gathering lines:
Mine Hill, \$.02 $\frac{1}{2}$; Sch. Valley (Mine Hill) \$.03; Mill Creek \$.04; Mt. Carbon \$.06 to \$.06 $\frac{1}{2}$; Little Sch., \$.05.
Rates on Reading, Mt. Carbon to Phila. for the year:
March 13 - June 1, \$1.35; June and July, \$1.40; remainder of year, \$1.60.

April 1, 1848

J. said Leg. charter to extend Mine Hill R.R. to Shamokin and supp. Reading R.R. charter to charge station from Mt. Carbon to Pottsville.

June 17, 1848

Breaker destroyed by fire (Rogers, Sinnickson and Co. at Kaska William Loss \$3,000.)

June 24, 1848

By this date, S. W. Roberts, Eng. had tentative line for R.R. from Coal Castle to Ashland Gap. Cross Broad Mt. maximum grade 84 feet to a mile. Total length, 17 miles. New road to be out-let for coal from Girardville coal lines.

November 4, 1848

J. Had note (even the coal business much stronger)
"The Centreville colliery was closed on Wed. last, because the proprietor could not sell the coal even at a loss, thus throwing 150 men out of employment."

Dec. 23, 1848

J. noted working agreement between R.R. and Canal Est. that in 1849, about 1,800,000 tons would go down, of which the canal was to get 1/3. P&R. R.R. announced its 1849 rates, Mt. Carbon to Phila. as \$1.60 to June; \$1.70 for June, July, August and \$1.80 for the rest of the year. Canal quoted tolls at \$.65 March-May; \$.75 June-August \$.85 rest of year.

Dec. 30, 1848

Unrest among workmen - miners and laborers asked for a law to secure their wages in case of employer's failure.

January 13, 1849

J. gave statistics of coal industry - 1848
Steam engines in county mines.....142
Shippers above 4,000 tons..... 57
Number of operators, approx.....120
Number of mines.....161
Mines below water level..... 50
Total shipments ----3,089,238
Schuylkill.....1,714,365
Railroad.....1,216,233
Canal..... 436,602
Pinegrove..... 61,530
Lehigh..... 680,746
Lackawanna..... 437,500
Wilkes-Barre..... 237,271
Shamokin..... 19,356

Operators and miners were meeting, off and on, most of this year; the operators to regulate output and maintain prices, the miners to formulate demands upon employers and and the legislature, and to enforce them with sundry strikes. It so happened that some of the strikes occurred when the miners were favorable to suspension.

January 13, 1849

Address of workmen adopted (printed Jan.20)
1-That ever since 1818 wage earners had suffered from speculation in coal mining by men without adequate finances.
2-That the landowners and speculators had united in the years following the boom of 1832-33, to the detriment of the wage earners.
3-That the store order system was then introduced, and that prices paid under this system were often 100% higher than cash prices elsewhere. In particular it was said that flour which sold for \$6 a barrel cash sometimes cost as much as \$14 on an order.
4-That the remedy lay in a lien law applying to land worked, leases, improvements and personal property.

January 16, 1849

Operators met in Pottsville to arrange for "mixing stove and nut coals." 80 or 90 operators present agreed and bound themselves to "discontinue the shipment of any intermediate description of coal between Stove and Chestnut, from the first day of March next."

- January 20, 1849 Workers' meeting for increase in wages.
- April 14, 1849 J. on warpath - Canal and R.R. had both raised the rates.
- April 21, 1849 J. said - Phila. coal dealers had offered prices: \$3.62½ - all white ash, save chestnut, which was \$2.62½; \$4. all red ash save broken, which was \$3.87½. These prices subject to advances in tolls, and with 2½% off for cash, and not more than 4 mos. credit with interest added. J. briefly said this offer would not net the prices agreed upon by Schuylkill operators.
- Week later J. said operators had agreed to suspend indefinitely unless buyers met their prices, and warned the buyers that under existing conditions a total deficiency of 633,000 tons.
- May 5, 1849 J. said operators agreed to resume shipments, but to send out no coal except on specific orders at stipulated prices.
- June 2, 1849 Trade going full again by this date, and that shipments for the week were 63,718 tons, greatest amount sent down in such a period.
- It didn't last. Cholera epidemic in Phila. put city in panic - lowered shipments.
- June 23, 1849 J. advised reducing shipments. Operators met (same day) Resolved to suspend for 2 weeks, except on shipments to furnaces. A.M. McDonald - Sec't to operators.
- July 7, 1849 J. printed letter from P.V. who said that in 1848 120 mines shipped 1,700,000 tons - every ton needed, yet mines made no profit.
- July 16, 1849 Coal mining asso. resolved to resume shipments on this date.
- July 28, 1849 J. recorded Bailer blew up previous Monday night - no casualties (first in Sch.)
- August 25, 1849 J. said 15 white ash mines idle for lack of orders others half time, none working full.
- Shipments for year, to date - decrease 175,290 tons.
- November 17, 1849 J. recorded that Coal Mining Asso. recommended tariff of \$1.25 a ton on foreign coal.
- December 8, 1849 J. printed a letter signed "L.D". saying that the process of sizing coal resulted in great waste, and made a size, "chestnut" of course, which had to sell at less than cost.
- The writer suggested mixing all sizes below broken. J. agreed, except that it thought all egg should be kept separate. It said that "the stove, nut and chestnut could be mixed with propriety" and added that such a mixture would make a better household fuel than any of the sizes separately.

December 22, 1849

J. announced fine bed of coal found near Tamaqua. J. said vein was 18 feet from slate to slate, with 14 feet good gray ash coal.

January 5, 1850

J. printed 1849 statistics:

Schuylkill.....	1,685,425
Rail.....	1,115,918
Canal.....	489,208
Pinegrove.....	78,299

Lehigh.....	801,246
Lackawanna.....	454,340
Wilkes Barre.....	259,080
Shamokin.....	19,650
Lykens Valley.....	25,000

The line trade (R.R. and Canal) -- 335,293

Pottsville district operators - 53 shipped 5,000 tons each.

Pottsville district operators shipped over 50,000 tons each.

Pottsville district M.G. and P. Heilner shipped 103,765 tons each.

Statistics for whole anthracite industry

Invested in transportation.....	439,971,617.37
Total men employed.....	11,180
Number of mine workers.....	4,089
Boats.....	1,870
Horses.....	4,800
Locomotives.....	80
Coal cars.....	3,086

January 26, 1850

1850--Much interest in geology Pottsville basin

The outstanding man in this was E. W. McGinnis.

J. introduced subject when a new slope of the Milnes, Haywood and Co. on the Mammoth vein at St. Clair. 850 feet deep, situated near center of tract. Bed from 23 to 27 feet "all of which is pure white ash coal, of a superior quality, except 2 or 3 ft."

"the position of the bed, was such as to strengthen the theory recently advanced by Mr. McGinnis, that the white ash veins extend from the Broad to the Sharp Mt. and underlie all the red ash veins in this region". Joseph George took the same view as McGinnis, in this issue had a letter showing how the red shale. Sandstone and conglomerate on Sharp Mt. corresponded with the same measures on Broad Mt. McGinnis was at that time boring on the gate vein tract to test his theory.

1850

Troubles between Sch. operators and transportation Co's. Rate on R.R. to Port Richmond for 1850. \$1.70 (\$1.10 more than operators considered). Canal-toll from Mt. Carbon \$.75 Freight \$.60 Total \$1.35.

February 16, 1850

J. printed diagram by Joseph George. - Tentative outline of the principal beds from Sharp Mt. to the mine of Spencer, Mason and Co., at Centreville (really an outline of Pottsville basin - between synclines of Broad Mt. and Court House Hill on the north).

February 16, 1850 (cont') George referred to it "first and second basins" north from Sharp Mt.

"This showed tentative outlines for 8 beds, and their supposed depths in the basin, as follows: Mammoth, 1400 ft; Holmes, 1280; Primrose, 1190; Orchard, 1070; Yard, 950; Selkirk, 860; Black Mine, 740; Salem, 625.

March 16, 1850

J. noted miners leaving region (nearly half) from Pittston, Carbondale, Wiconisco, Cumberland (soft coal some to California (Gold Rush of '49 still working)

J--"Unless wages advance to the rates paid elsewhere, they will not return --and if the wages are advanced here, it is utterly impossible to sell coal as low as some parties are offering it.

March 30, 1850

Acc. to J. --Del. Coal Co. quoting red ash \$3.45
White ash going price \$3.25.

April 20, 1850

J. recorded that McGinnis struck white ash in his boring.

May 4, 1850

J. said McGinnis found Mammoth vein 145 ft. below surface (fine white ash coal) This test shaft was $\frac{1}{2}$ mile north Sharp Mt. on Mt. Carbon R.R.

Following week McGinnis went 28 feet into coal when water rushed in stopping work.

J. said Del. Coal Co., at Port Richmond, asking for Red Ash Coal. \$3.10 broken, \$3.20 egg, \$3.30 stove
J. said coal cost \$3.60 a ton delivered at Pt. Richmond.

May 12, 1850

Letter in J. signed "A Collier" said 17% shipments pea and chestnut and operators got no more for this than \$.60 a ton Suggested these sizes be thrown on culm banks --replace with 300,000 tons stove and egg yearly --More profit.

May 18, 1850

J. referred to strike for more pay and cash pay
J. noted men in vicinity of Minersville who struck won slight advance and promise that wages would increase when coal went up.

June 1, 1850

J. One large operation ceased work till prices improved.

July 27, 1850

J. recorded flood which damaged every canal - and J. predicted rise in coal price because an insufficient amount would find way to market.

September 7, 1850

J. noted early in month worst flood the region ever knew. Canals almost wiped out. 50 persons drowned in Tamaqua. J. prophesied coal shortage, advised Sch. operators to charge enough to realize fair average on year's business.

Advice taken --Following week J. printed prices operators were quoting - red ash at \$2.75 and white ash at \$2.50.

September 21, 1850

J. reported white ash \$4.25 red ash \$4.50 on board at P. Richmond. 1 week later most coals advanced \$.12½ white ash lump leading.

November 18, 1850

J. said operators met with land owners in Penna. Hall Hotel. Purpose--seek relief in conferences on state of trade. Noted in Nov. 23 paper. 48 men in attendance. Considered best and cheapest way to prepare coal - how Reading R.R. could dispose of wharf space and Ft. Richmond.

Committee app., to test various methods of preparing coal: Richard Carter, James Conner Wm. Johns, Geo. H. Potts, Wm. Payne, Rich Heckscher, John B. McCreany.

In resp. to leasing wharf space by the railroad, sense of meeting.

1-That no one not actually mining coal be allowed to lease a wharf.

2-That wharf space be disposed of with a view to averting:

A-Building up an interest of middlemen.

B-Preference to a few large operators

C-Creation of anew corporation to ship coal.

3-That the R.R. officers be approached with a view to having wharf space divided among the producers in proportion to output, the committee being Robert Rateliff, James Neil, John Pinkerton, Gideon East, and Francis McDonald.

Object - Eliminate Phila. wholesale interest, and give operators control of tidewater shipments.

November 30, 1850

Pres. Tusker, P.&R. R.R. said he would agree to any plan suitable to operators.

Some operators who already had wharf space didn't care to change (only about 50% had attended Penn Hall meeting.

Result --Final suggestion, which P&R agreed to: "the fourteen wharves at Richmond be given to 20 or 30 of the largest operators now mining coal in Sch. Co., who shall at all times purchase the coal mined by the smaller operators or ship it for them at a price fixed by the R.R. Co., and if any time it should be found necessary to reduce the number of tons mined, that a pro rata reduction shall be made....."

This day's issue of J. said the experiments conducted by operators committee Battin breaker, showed that the method made a loss of 22% (7½% chestnut - 14½% dirt) When broken by hand (old-fashioned perforated plate) 4% loss. 1 man -10-12 tons per day.

December 14, 1850

Richardson breaker - loss 11%.

1851

Still trouble between Sch. operators and transportation co's.

Strong opinion that price of coal at tidewater be reduced.(at expense of the freight rates) Coal prices outstanding question of year.

January 11, 1851

Danville-Pottsville R.R. sold by sheriff to Alex Jordan for \$150,050.

J. editorial favoring new R.R. to Phila to carry coal -\$1 a ton.

January 11, 1881 (con't)

Shipment Figures for 1880:

Schuylkill.....	1,112,007
Rail.....	1,425,977
Canal.....	288,930
Swatara.....	70,919
Lehigh.....	722,622
Lackawanna.....	550,417
Wilkes-Barre.....	218,665
in.....	19,921
Monisco.....	37,763

120 operators in this region, 164 mines (44 below water level).

January 25, 1881

J. stated new R.R. could be built to Phila. for \$4,069,000 including equipment and could carry 1,000,000 tons coal per year at \$1. per ton and could clear \$475,000 a year dividends and surplus. Such a new road was imperative the J. said, to make possible competition with the upper regions. 1 line R.R. being extended to Wilkes-Barre and one projected for Scranton (at that time "Scranton")

Note also--James Codrington, Tamaqua, invented new breaker, to be tested at Jeanesville.

January 30, 1881

Citizens meeting. Resolved P&R R.R. was bankrupt charter should be vacated, tolls too high etc.

February 15, 1881

J. printed statistics, including all Sch. region of that day except Branch Township, for which no returns rec.

Number of operators	94
Number using steam power	70
Number using horses	18
Number using handpower	9
Invested capital	\$2,527,862
Number of employees	6,541
Monthly wages	\$149,813
Annual output, tons	1,598,549
Annual output, value	\$2,856,784

Eliminating investments of Del. Coal Co. and Forest Improvement Co. J. estimated \$2,000,000 total investment of individual operators.

Figures show - average monthly wage Sch. Co. mine workers - less than \$23. most of mine workers averaged 9 months work a yr. Wages - 40% value mine output.

Annual output per employee 243 tons

Ave. investment per operator (acc. to J.) \$27,000.

Some operators had more than 1 mine. Ave investment per mine app. \$18,000.

Ave. inv. per ton of annual output \$1.50, while, today, (1925) according to surveys of U.S. Fuel Administration, there are operators representing as much as \$11 or \$12 per ton, while average for all anth. operations in State probably exceeds \$8 (1925)

Investment of operators exclusive of land.

Operators didn't own land, usually rented on royalty. Royalties ave. \$.30 per ton. high percentage considering coal prices from about \$1.85 to \$2.50 - 12% to 16%.

February 15, 1851 (con't)

Verbatim-- There was a contributing reasons for this virtually universal royalty system. Suppose a man like Judge Donaldson, owned 1200 acres of coal land. This would have suffered for perhaps a dozen mines of the period, and these mined would have required an outlay of perhaps \$250,000. That was a lot of money for one man and to raise its equivalent today the land owner would probably form a company.

But had Judge Donaldson tried that 75 years ago, the hue and cry would have been raised that he was planning a "monopoly", although corporations to operate in other fields were chartered without trouble. So Judge Donaldson would have been obliged to rest content with one or two mines, or whatever he could finance from personal resources, and allow the remaining land to stand idle, or else rent it on royalty. Incidentally, he and each of his lessees in all likelihood would have faced a strong temptation to tack on a "company" store system.

The comparative financial statements, too, are both interesting and important. The Journal gives the actual financial stake of the operators as about \$2,000,000. There is reason to think this figure inflated by the inclusion of items not properly applying, but reducing it 40 percent leaves an investment of \$25,000,000 in rail and canal lines. (100 Yrs. Anth. p.23-24).

J. announced decision Court Common Pleas of Sch. which exempts wages of lab. mining coal from being attached for other debts.

May 1, 1851

Letter in J. from "collier" Blawed prosperity which came from tariff of 1842 for mine expansion which now made supply greater than demand. His idea - all regions should restrict output. Otherwise Sch. should undersell others by cutting freight rates, or if that failed shut down.

Breaker tests had been made the previous year. On this date Battin notified operators to enter negotiations with him, or he'd sue for using breaker without license.

March 22, 1851

R.R. made 1851 rate \$1.60.

March 21, 1851

Week ending - 28,829 tons shipped.

March 29, 1851

J. noted that operators had met --R.R. rate too high. Committee saw Pres. Tucker (in favor of reduction provided his Board of Div. would authorize) Operators agreed to reduce in shipments 50% til they heard from Tucker.

Threat not carried out as may be seen by shipments in ensuing weeks.

April 3, 1851

Week ending - 31,112 tons shipped.

April 5, 1851

J. said Committee saw Tucker, who said he would reduce rates only if Pottsville operators would stabilize prices (by reducing output)

April 10, 1851 Week ending - 28,765 tons shipped.

April 12, 1851 J. noted. Committee saw Tucker, who thought it unnecessary to reduce rates while R.R. shipped 30,000 tons a week.

April 17, 1851 Week ending - 34,179 tons shipped.

April 19, 1851 J. went strongly against R.R. In this issue said canal wasn't getting fair share of trade.
Canal cut toll \$.05 from Mt. Carbon to Phila.

May 3, 1851 J. said if boats were available --canal trade as great as R.R.
J. said McGinnis had sunk new shaft 500 ft. on Del. Coal Co. land, and struck white ash coal, drilling into it 2 ft.

May 10, 1851 J. said "the independent, open and decided stand the canal company has taken, in reducing her tolls, is winning for them the support and confidence of the whole trade.

May 24, 1851 By this date canal in reg. rate war, cut tolls to \$.25. Miners - turnouts for more money.

June 7, 1851 J. said canal carrier cheaper than R.R. Urged public announcement - toll not to exceed \$.40 for 5 years. R.R. still averaging 30,000 tons a week.

June 21, 1851 J. urged use of canal. Canal could carry 1,500,000 (per year)

June 28, 1851 J. said low rates and abandonment of foolish propositions to apportion coal requirements among different regions would allow Sch. to ship 3,000,000 tons by 1855.

July 5, 1851 By this date - lump and chestnut coal in demand latter's price raised from \$.10 to \$.20 per ton.

July 17, 1851 Canal increased its toll to \$.40 (One reason -40 hasten shipments before it took effect).
Week ending - 27,796 tons shipped by water, largest amount ever sent down.

August 2, 1851 J. noted - Shipments for week ending preceding Thursday.
Canal - 16,531 tons R.R.-36,942 tons.

Sept. 12, 1851 Canal announced another \$.10 increase effective this date.

Oct. 4, 1851 J. said R.R. had adopted device of master mechanic, James Milholland, for burning anth. in locomotive Co owned 90 engines - all but 9 burned wood.

Nov. 1, 1851 J. announced that it was being printed by steam power, having only power press in state outside of the large cities.

Nov. 18, 1851

J. said - during season - ave. net return to ch. operators \$1.60 ton white ash \$2.00 ton red ash. less than actual operating costs at half the mines.

Jan. 10, 1852

J. printed coal statistics:

Coal market greatly expanded, taking in excess of 1,000,000 tons over 1850 shipments. Total shipment for 1851--4,383,730 tons. Gain of about 33% for the coal business as a whole - Sch.-increase 27%. Lackawanna and Wyoming combined - 50% gain and those regions shipped in excess of 1,000,000 tons.

J's figures.

Schuylkill.....	2,184,240
Rail.....	1,605,084
Canal.....	579,156
Lehigh.....	989,296
D&H.....	477,178
Penna. Coal Co.....	317,917
Wilkes-Barre.....	336,000
Pinegrove.....	
Shamokin.....	24,899
Wiconisco.....	54,200

Number of operators in County 89 (117 in 1850)
118 mines in operation, 31 below water level.

Railroad rates this year Mt. Carbon to Pt. Richmond opened @ \$1.50 Canal .50 (toll) freight \$.65--\$1.15.

Feb. 7, 1852

Market outlook favorable-J. said bus open with clear market.

Feb. 28, 1852

Middlemen talked of great holdover supplies - Operators not fooled.

May 15, 1852

J. said John Horton, Pottsville invented new pump (sort of double pump to divide weight of column) Cylinders worked althernately by means of chain gearing. Hoisting gear could be attached.

June 26, 1852

J. said "The foul air, which was rapidly collecting in some of the collieries, by the excessive heat of last week, has been checked to a great extent.

July 31, 1852

"Boss Miners" met to adopt measures for better ventilation in mines below water level.

August 7, 1852

Miners scarce --Rogers, Sinnickson and Co. advertise for 100 - Duty and Jones 50.

August 21, 1852

By this date, total shipments exceeded preceding year 115,000 tons.

Sept. 1, 1852

Operators agreed to advance prices \$.10 this date Both canal and R.R. tacked on \$.10 early in Sept. also.

Sept. 4, 1852

Letters in J. advised steam jets in brick stacks over the air shaft. 20 horsepower boiler pipe to run down shaft 30 ft. At end a series of pipes fastened at right angles.

Sept. 4, 1852

Verbatim-- "An observing miner" wrote in the same issue that every gangway should have a second gangway, running parallel, about four yards lower down and with dimensions of 5 feet by 6, or even 7 feet by 8. This gangway, he said would serve as an air course. The original draft should be supplied by a furnace at the mine mouth, and he said these furnaces should be used as drifts, as well as at slopes and shafts.

Transportation improvements also came in for attention this year. The contract was given to extend the Mine Hill road to the Mahanoy Valley, according to the Journal of Nov. 20th. The distance was 10½ miles, and there were to be two planes. The same paper said, that the steam tug "Daniel P. Shenfelter" built in Reading, had made its first trip to New York. It carried 150 tons in addition to its own machinery of 15 tons. Its draft was 5 feet and its speed was 6 miles in the canal and more in the pools and dams. During this year, too the Dauphin and Susquehanna Railroad shipped some coal and projected a line to connect with the Reading at Auburn. (100 Yrs. Anth. P.25).

Sept. 11, 1852

J. gave actual price inc. white ash \$.10, red ash \$12½cents.

Nov. 20, 1852

According to J. charter given to extend M. H. R.R. to Mahanoy Valley. Distance 10½ miles and there were to be 2 planes.

January 8, 1853

J. printed coal statistics for 1852:

Shipments total almost 5,000,000 tons.

Schuylkill.....2,519,492

Rail.....1,650,912

Canal.....800,038

Pinegrove.....66,543

Lehigh.....1,114,026

D & H.....496,843

Penna. Coal.....426,426

Wilkes Barre.....320,000

Shamokin.....25,346

Wiconisco.....55,857

Dauphin County.....33,639

92 operators working 138 mines (52 below water level)
16 new mines being opened. Only 21 operators had more than 1 colliery.

March 5, 1853

J. had long editorial on miners' houses (company houses)

March 12, 1853

J.--"several turnouts at collieries in the region for higher wages." During Spring also crew strike Mine Hill. R.R.

March 19, 1853

R.R. wages in Mine Hill R.R. printed (51 employees)

Example of R.R. wages at that time:

Wm. R. Bishop	Engineer	282 days	\$857.55
James Zechman	Fireman	284 "	502.27
Ed. Byer	Conductor	269 "	527.49
Wm. Hess	Brakeman	263 "	499.59

Average wages Engineer 33 a day; Fireman \$1.79;
Conductor \$1.96; Brakeman \$1.89.

March 19, 1853

Verbatim--- The issue of March 19 also contained a typical call to arms. It appears that the House at Harrisburg had passed a general mining law, giving corporations mining powers, and had of course included Schuylkill County in it. The Journal flatly charged that bribery was rampant in Harrisburg, and that ministers of the gospel condoned it, if not actually participating.

The next week the Journal said that a public meeting had been held with James Silliman in the chair, to remonstrate against the inclusion of Schuylkill County. This meeting wanted to know "Why should our labor be rewarded only by corporation orders on their own stores at their own prices?" When it is reflected that the store order system was a device of speculative individual operators - as the Journal itself had abundantly proved years before; when it is remembered that one of the prime causes for the formation of Hate's union and for the strikes it called was the store order system of payment; and when it is further remembered that the only corporation -- the Delaware Coal Co., on whose retirement from mining the Journal had asked a blessing had consistently paid its workmen in cash, the reader of today is forced to conclude that the protesting operators in Schuylkill County had very little regard for the facts and that they had a deficient sense of humor. However, Schuylkill County was eliminated from the provisions of the bill and things once more proceeded on even keel. (100 Yrs. anth. p.25-26)

April 16, 1853

J. continued cross section of territory between Broad and Sharp Mts. Gave tentative depth of 2,000 ft. for the Pottsville basin.

May 14, 1853

J. said John G. Hewes struck Mammoth bed, south dip, Eagle Hill tract.

May 31, 1853

By the end of May J. noted - Sch. shipments behind those of preceding year.

August 8, 1853

Transportation rates advanced. R.R. from \$1.60 to \$1.75 Canal from \$.60 (toll) gradually during next few months to \$1.00 (toll).

Sept. 1, 1853

R.R. rate advanced from \$1.75 to \$1.90.

Oct. 1, 1853

R.R. Rate advanced from \$1.90 to \$2.00.

January 14, 1854

1853 shipments passed 5,000 tons (first time)
Total of about 290,000 tons inc. in shipment, about 32,000 Sch.
J. printed statistics

Schuylkill.....	2,551,603
Rail.....	1,582,248
Canal.....	888,695
Pinegrove.....	80,660
Lehigh.....	1,080,544
D & H.....	494,209
Penna. Coal Co.....	512,777
Wilkes-Barre.....	442,511
Shamokin.....	15,500
Wiconisco.....	69,007
Dauphin County.....	29,000

January 14, 1854 (con't) Number of mines 111, 58 red ash. 49 miles below water level, 122.5 miles underground track. 9,792 employees total investments of individual operators \$5,462,000.

Rates this year opened \$.10 higher than yr before
basic quotations \$1.70 R.R. \$.70 Canal.

February 4, 1854

Letter to J. from Henry K. Strong, member of Legis. said thought corporations necessary for equipment needed in mining. Said also that by proper organization coal costs could be cut \$.10 or \$.15 per ton.

February 17, 1854

About this time J. noted --Lewis Audenreid purchased the Coleraine Colliery, in Luzerne County, for \$75,000 -- which included 26 houses, all improvements, and a 25 year lease on the land.

April 1, 1854

J. said Mill Creek R.R. refused to cut tolls.

April 29, 1854

J.--"A coal operator had just informed us that he had two miners in his employ who are earning there dollars a day by cutting coal--it is true they work from 12 to 13 hours a day, but it only shows what can be done by steady men, who understand the business of mining. Usual earnings at that time approximately \$2. a day.

May 13, 1854 "

J. said --flood damages to Lehigh and D&H canals during spring centered unusual coal demand on Sch. Miners came from other regions --approximately 500 houses needed for shelter.

May 20, 1854

(new shipment record) 73,968 tons sent down this week.

June 24, 1854

74,210 tons - week's shipment.

July 1, 1854

77,659 tons - week's shipment.

July 15, 1854

78,609 tons - week's shipment.

July 29, 1854

R.R. gave notice \$.25 advance rates, canal raised toll \$.10

August 12, 1854

86,088 tons - week's shipment.

Sept, 1854

By this month - signs of overproduction.

Sept. 2, 1854

J. said operators considering suspension for a week
But they didn't.

Sept. 23, 1854

J. contained Ashland letter - 1st locomotive on Mine Hill R.R. extension arrived there that week.

October 10, 1854

(Tuesday) J. building, Centre and Howard, burned and also other property. Total loss -\$30,000 J. loss \$8,000.

October 21, 1854

J. reported heavily stocked market, suspension imminent.

January 13, 1855

J. recorded 1854 shipments. New record 5,847,369 tons

Schuylkill.....2,986,670

Rail.....1,987,854

Canal.....907,354

Pinegrove.....91,462

Lehigh.....1,246,418

D & H.....440,944

Penna. Coal Co.....496,648

Wilkes-Barrel.....492,689

Shamokin.....53,500

Wiconisco.....57,500

Dauphin County.....63,000

The latter two not regarded as true anthracite --
but as semi-bituminous and later as semi-anthracite 164
operators working 145 mines (69 below water level)

Freights opened this year \$2 to Richmond, \$.80 canal
toll to Phila.

1855

Tolls, freights and coal prices announced in due time
R.R. basic rate \$1.80, with drawback of \$.20 on shipments
east and \$.40 on shipments to N.Y. Canal toll \$.65.
Freights \$.90 to Phila. \$1.90 N.Y.

The operators under Tucker agreed on minimum coal prices
-just a little above actual cost. If demand fell Tucker had p
power to reduce production pro rata and to increase it as needed
Minimum prices white ash on Board at Richmond \$3.90 to \$4.00
according to grade. Red ash-\$4.10 to \$4.25. These prices
made prices in the region \$2.15-\$2.25 white ash \$2.35 to 2.50
red ash.

Tucker in power until May 1, 1855.

March 17, 1855

J. said previous year, badly prepared coal had gone to
market because of great demand.

March 28, 1855

J. said that the coal trade would never prosper without
being controlled by some means or other.

March 31, 1855

Miners at New Mine etc., on the West Branch out on strike.

April 4, 1855

J. said effort to cut freights to N.Y. from \$1.90 to
\$1.80.

April 7, 1855

J. said militia rounded up 28 men for attack on John
Beveridge, foreman Beury and Brook at Branchdale.

J. said coal \$1 to \$1.25 lower than preceding year, yet
miners striking to compel payment of wages on previous years
scale.

April 21, 1855

Discharged strikers at Murphy's mine set fire to block
of colliery houses.

April 28, 1855

J. reported - week's shipment 89,323 tons.

May 12, 1855

J. quoted region's going rates: \$2. to \$2.30 white ash;
\$2.35 to \$2.50 red ash.

July 7, 1855

J. said that it was "the acknowledged organ of the anthracite coal trade of the U.S." (true) that it enlarged staff -one addition-S.H. Daddow, mining engineer, traveling in Europe, who would report on mining matters there.

August 25, 1855

J. gave account of new Price Wetherill Colliery of D. F. Brown and Co. on Wetherill Tract at Oak Hill. Mammoth breaker 80 ft wide, 300 ft. long, 90 ft. high. Hoisting plane could take 1000 tons a day. Total cost of operation \$150,000. Ave mine cost a few years previous had been \$18,000.

Sept. 1, 1855

J. said week's shipment 91,676 tons.

May 23 (1855-1857??)

J. reported 6 to 9 in snow fall on Broad Mt. which with rains drowned out many mines.

May 30, 1857

J. printed letter to Necho Allen

"Pottsville, 30, Sept., 1823

"Mr. Necho Allen,

"Dear Sir,- I handed you Ten Dollars in cash and shall leave in the hands of Mr. Francis B. Nicholas, subject to your order, Forty Dollars more - in opening one of the strata of Coal on the Branch near Mr. Phillip Kloussirs, and getting out from 200 to 300 Bushels of the very best and purest Coal - and have it brought out to the turnpike and forwarded by Waggoners at the lowest rate to Phila.,-and as soon as you conveniently can--directed to the care of James Wood, Merchant, 28 South Front street-who will pay the waggoners for carrying the same as you will agree with them--

"The remaining \$20 you will expend in such as your judgment may best dictate, either in granting 4 or 5 dollars to hunters in search for Coal on the Mine Hill or Broad Mountain, and should you discover a large good strata, to expend 8 or 10 dollars to open the same - and also 5 or 6 dollars to open the strata at the Beaver Dam.

"I hope you will use every exertion to carry the above into operation - and write me as soon as possible -

"Yours with respect

"Phineas Freeman"

June 20, 1857-
1855??

J. reported week of steady rain and ~~and~~ operators should find some means to cope with water troubles.

July 1855-1857??

General advance in coal quotations everywhere but in this region, some local operators advanced prices \$.10 most didn't.

August 15, 1855-
1857??

J. reported - 100,000 tons capacity of a colliery, labor capacity 90,000 tons (per week)

(Almost every week canal tonnage greater than that of the R.R.).

About Aug, 1855-
1857??

J. said middlemen were mixing inferior coal from other regions with that from Sch. and calling it all Sch. coal, which gave this region's anthracite a bad name. (Panic of 1857 under way - wider area than Sch. felt effect.

Sept. 26, 1857

J. noted bad times - local banks suspended specie payments. Richmond trade about ruined.

Oct. 3, 1857

J. first mention of Mollie Maguires. Article said organization supposedly formed in Boston. Father Cantwell St. Philip Neri parish, Phila., denounced it from altar.

Oct. 10, 1857

By this time Sch. shipments more than 200,000 tons behind 1856.

Oct. 31, 1857

Stove and egg coal in demand., not lump because factories and iron works hit by depression.

Dec. 12, 1857

By this time canal navigation pretty well out---weekly shipments 76,431 tons largest ever at this time of year.

Dec. 12, 1857 Verbatim-- There was also a renewed interest in the mechanics of coal preparation, and here are a few high spots gathered from the Journal for 1857 and the first quarter of 1858.

Eugene Borda and Daniel Glover patented a revolving cylinder composed of parallel strands, not meshes. The coal was supposed to roll across the interstices while the flat slate fell through. They asked \$200 a year for its use. D. P. Brown experimented with the toothed rolls, using wrought iron teeth instead of cast iron and having the teeth removable. Jacob Gass, of Trevorton, also invented an arrangement something like the Borda cylinder. It was a slotted machine, the slate sliding through the slots while the coal was delivered through a checkered grating.

Meanwhile, the patent on the Battin breaker, which had been the subject of litigation which reached the United States Supreme Court, was renewed. To settle the difficulties between Battin and the operators a meeting of the coal organization was held. Battin offered to take \$125,000 for his patent and to cancel all unpaid claims.

Snell and Hoffman also devised a new breaker and showed a model, while R. A. Wilder, mechanical engineer for the Mine Hill road, invented a device with iron wheels equipped with moveable teeth. Frick and Hesterly devised a screen which was intended to clear the coal of all slate and flat stuff, while Lyons and Hoyt, of Williamsburg, N.Y., announced that they had a breaker better than Battin's, making only $1\frac{1}{2}$ tons of waste per hundred tons of coal. Aquila Bolton, of Port Carbon also got into the procession with a device consisting of one toothed roller and a "revolving conical cylinder," slotted.

Between the Battin trouble and the plethora of inventions the operators seemed somewhat at sea, and the Journal of February 13, 1858, said that at a meeting they showed a strong tendency "to dispense with breakers altogether, owing to the expense of keeping them in repair and the great loss caused in breaking coal." (100 Yrs. Anth. p.29.)

January 9, 1858

J. gave coal statistics.

Lehigh region loss 33,000 tons 1857.

Sch. decrease 290,000 tons.

Wyoming, Lackawanna and Shamokin shoed a net gain of about 7,000.

Total shipments: 6,431,378 tons.

Schuylkill.....3,042,378

Rail.....1,709,562

Canal.....1,275,989

Pinegrove..... 56,837

Lehigh Canal..... 900,314

L.V. R.R..... 418,835

Penna. Coal Co..... 536,008

D & H..... 480,699

North Branch Canal..... 407,914

Scranton..... 490,024

Shamokin..... 155,806

So called semi-anthracite went over 250,000 tons as follows:

Lykens Valley.....65,201

Short Mountain.....56,538

Trevorton.....110,711

In Sch. Co. - 87 operators working 123 collieries

They opened no new gangways, nor prepared for new business.

March 6, 1858

J. said Scranton and Lackawanna companies were selling coal below 1857 opening prices.

March 27, 1858

J. recorded - Canal obliged to keep 1857 rates.

April, 1858

1st week - J. quoted region's prices.

Best white ash \$2.00; second grade \$1.75 to \$1.90 ; red ash \$2.10 to \$2.25.

April 17, 1858

J. told of test of routes to N.Y. Train of coal from Plymouth on Lackawanna and Bloomsburg R.R., the Catawissa R.R. and Little Sch. R.R. being unloaded into boats at Port Clinton and sent to N.Y. by water.

May 7, 1858

Shipments for week 62,765 tons.

May 8, 1858

Jl issue noted dull coal business

Boatmen offering freights \$1.35 \$1.40 to N.Y. just so they could get away.

July 2, 1858

J. gave previous week shipments 86,688 tons of which canal shipped 49,765.

August 6, 1858

J. recorded - Boatmen again on strike.

September 10, 1858

J. mentioned for first time Franklin B. Gowen (in connection with coal) (2 men killed, others injured at his E. Mt. Laffee Colliery -firedamp explosion).

November 13, 1859

J. reported business brisk. Shipments wh. 83,723.

Dec. 10, 1859

J. told public meeting held for subscriptions to stock of the Auburn and Allentown R.R.

January 14, 1860

J. printed 1859 statistics.

Total shipments: 7,517,516 tons

Schuylkill.....	3,048,615
Rail.....	1,509,253
Canal.....	1,372,021
Pinegrove.....	67,341
Lehigh Canal.....	1,050,459
L.V. R.R.....	577,652
Shamokin.....	780,753
North Branch Canal.....	453,548
Penna. Coal Co.....	688,954
Seranton.....	829,435
D & H.....	591,000
Lack and Bloom R.R.....	80,000
Columbia C & I Co.....	77,000

Semi-bituminous:

Trevorton.....	124,290
Lykens Valley.....	67,564
Short Mountain.....	71,148

81 firms in Sch. operating 113 mines - capacity for 1860 estimated at 6,630,000 tons.

Total no. mines in anthracite region outside of Sch.

Lehigh - 42, Shamokin-16, Wyoming 104.

Total area best coal territory 233,240 acres or 342.31 square miles divided as follows: 1st coal field (Sch., Pinegrove, Lykens) 75,950; 2nd field (Shamokin, Trevorton, Lehigh) 85,225; 3rd field (Wyoming Valley) 76,805.

Average shipments per colliery, by regions:

Schuylkill	25,810 tons	Wyoming	26,263 tons
Lehigh	37,069 "	Shamokin	11,297

Lehigh Coal and Nav. had 8 mines, including 5 drifts (tunnels) and 3 slopes.

D & H - 14 mines, inc. 9 drifts, 3 slopes, 2 shafts.

D.L.W - 8 mines, inc. 2 drifts, 3 slopes, 3 shafts.

This issue also notes - President Cullen - Reading R.R. retired, succeeded by Asa Whitney, Phila.

February 25, 1860

J. said coal found near Auburn, specimens on view at J. office. J. discouraged new coal boom - streaks of coal might be found south of Sharp Mt. - real coal measures ended in Sharp Mt.

March 17, 1860

R.R. freight \$1.38 Richmond \$1.48 Phila.

Canal toll - Port Carbon - Phila \$.73.

Verbatim -- D. L. & W. prices on board at Elizabethport, with 40 cents barge charge to New York, were: egg, \$3.80; stove \$4.00; chestnut \$3.00. The Pennsylvania Coal Company prices at Port Ewen, with 30 cents additional for New York delivery, were: egg, \$3.70; chestnut \$3.00. The D & H at Rondout asked the following with 50 cents additional in New York: egg, \$3.80; stove, \$3.90; chestnut \$2.90.

March 17, 1860 (con't)

These prices were 25 to 50 cents above the charges of these companies the year before, and the average charge for prepared XX sizes in New York, the Journal figured, was \$4.35 a ton. If Schuylkill operators tried to sell at that rate, the paper said, it would give them only \$1.84 a ton here for prepared sizes shipped by rail and \$1.88 if sent by canal. The upper region companies of course had the advantage of the short haul. (100 Yrs. Anth. p.31)

April 7, 1860

By this date, shipments ahead of previous year. Turnouts for higher wages at several collieries.

April 21, 1860

J. gave description new ventilating system. Verbatim-- From these prosy commercial details the Journal of April 21 turned to a more congenial subject, the description of the new ventilating system or "steam jet" at the Hickory colliery of William Milnes Jr. and Company, at St. Clair. At the top of the airhole was a big brick furnace, having at one end the large sheet iron stack in the county, six feet in diameter and 52 feet high. Running into this stack, for about three feet, was a steam pipe supplied by two boilers. Attached to this pipe, inside the stack, at regular intervals, were three circular pipes containing 25 steam jets. When the steam was turned on a tremendous draft was created in the stack. The cost of this installation was \$1,000 and it was said to work perfectly in eliminating the fire damp. Formerly, the Journal account said, it was difficult if not impossible for the men to work in muggy weather, but by this contrivance about five miles of underground workings were ventilated. (100 Yrs. Anth. p. 31).

April 28, 1860

Boats here plentiful. Freights dropped \$.05.

May 19, 1860

J. noted - Boatmen Strike - for higher freight some mines flooded.

June 2, 1860

J. noted advance in R. R. and canal rates: \$.15 July 15 and \$.15 Sept. 1.

June 9, 1860

J. said Mahanoy Tunnel (on E. Mah. R.R.) driven 723 feet (s. end) 740 (n. end) leaving 1837 feet to be driven.

June 30, 1860

Shipments for week 93,549 tons.

Sept. 1860

J. said coal prices showing tendency to advance.

October 13, 1860

J. said inc. in shipments to date over previous yr. 704,728 tons Schuylkills gain alone 298,306 tons.

October 18, 1860

Mine Hill Connection with Shamokin Valley and Pottsville R.R. was completed. Special train from Phila. 250 guests.

October 19, 1860

1st car coal came down over new extension.

November 7, 1860

J. said some mines advanced coal prices \$.10.

January 12, 1861

J. printed 1860 coal statistics:
 Total shipments 8,131,234 tons
 Schuylkill.....3,292,
 Lehigh.....1,871,548
 Canal.....1,356,388
 Pinegrove.....64,592
 Lehigh Canal.....1,091,032
 L.V.R.R.....780,642
 North Br. Canal.....435,306
 Penna. Coal Co.....701,523
 Scranton.....1,080,227
 D & H.....499,368
 Lack. and Bloom R.R.....90,000
 Shamokin.....210,108
 Semi-anthracite tonnage
 Trevorton.....90,148
 Lykens Valley.....77,440
 Short Mountain.....100,652
 78 operators 111 mines in Sch.-1860.

February 11, 1861

Breaker on Mill Creek burned down - Result 3 killed
 161e.

March 16, 1861

J. published R.R. and canal rates for year.
 Basic charges from Pt. Carbon to Richmond \$1.38, \$.75
 canal toll to Phila. Boatmen asking \$1.60 to N.Y.
 (Same as 1860).

Sch. shipments since 1st of year Decrease 40,000 tons.

About March 23, 1861

Canal freights \$1.55 Pt. Carbon-N.Y. \$.60 to Phila.

April 20, 1861

"Civil War commenced in Baltimore" J. said.

April 27, 1861

J. listed 22 Sch. Co. commands (1,860 men) in or
 ready for service. Colliery operators crippled by no.
 of men who volunteered.

May 11, 1861

J. said production ahead of corresponding week of 1860
 lump and steamboat size coal wanted.

June 1, 1861

J. said 9 furnaces on Lehigh blown out (closed down)
 also several on Sch. to follow.
 Lehigh coal operators cut to 4 days a week.

June 8, 1861

J. printed statistics of P.W. Sheaffer, mining engineer.
 Total area coal fields - 470 sq. miles - Sch. 146,
 Shamokin-Lehigh 126, Wyoming-Lackawanna 198.

Mr. Sheaffer made an approximation of the coal in
 place and after allowing 50 % loss for operating and
 preparation he gave his idea of "tons nett" originally in
 place as 13,180,558,000 which, after subtracting the
 85,856,759 tons mined since 1820 left 13,096,681,241 tons
 in place.

June 29, 1861 J. reprint from "Tamaqua Gazette" - miners in several collieries on strike - parading with band and banners.

July 6, 1861 J. Sch. Shipments to date more than 190,000 tons behind previous year. Canal freights - Pt. Carbon-N.Y. dripped to \$1.40 with \$.50 to Phila.

July 13, 1861 J. printed adv. Navy Dept. for bids on 30,000 tons anthracite, with right to 50,000 add. tons on same terms. Week's shipments 36,000 tons behind same week 1860.

July 20, 1861 J. Brief account of Battle Bull Run. Loss from all regions compared with 1860 - 204,970 tons - Sch. loss 252,740 tons J. said "There is evidently a screw loose somewhere."

July 27, 1861 R.R.'s active in extension and consolidation plans. P&R. R.R. - lease of Mill Creek and Sch. Valley R.R. took possession of them this week. Engineers surveying route from foot of planes of Broad Mt. and Mahanoy R.R. to connect that road with road 3 miles this side Mahanoy City.

August 3, 1861 J. said Business poor. Canal freights to Phila. dropped to \$.30.

August 10, 1861 J. notes - D&H cutting coal prices.

August 24, 1861 Sch. Co. operators offered coal to navy at \$3.25 to \$3.35 per ton on board vessels at Phila.

Sept. 21, 1861 Sch's total loss in shipments, to-date 474,140 tons Rest of regions (altogether) showed slight increase.

October 26, 1861 Schuylkill and Susquehanna R.R. passed into hands of Reading Co. R.R.

November 16, 1861 Coal business a little brighter by this date. Advance \$.10 per ton on coal prices.

December 14, 1861 J. reprinted discussion on loss of coal in breakers by P.W. Sheaffer. 13 devices or arrangements for breaking cited, which showed ave. loss of 26.24% and production of 14.82% of un-desired chestnut coal. He figured that for 83,791,278 tons shipped 1820 to 1860 there was a loss of 16,758,255 tons ~~many~~ money loss to operators and others about \$24,000,000.

January 11, 1862 J. printed 1861 coal statistics. Total 7,474,908 tons.

Schuylkill.....	2,697,459
Rail.....	1,460,832
Canal.....	1,183,570
Pinegrove.....	53,057
Lehigh.....	1,738,377
Canal.....	883,632
Canal from Wbe.....	111,073
Rail.....	743,672

January 11, 1862 (cont') Wyoming.....2, 97,621
 North Branch Canal...307,001
 Penna. Coal Co.....629,657
 Scranton.....1,104,319
 D & H.....726,644
 Lack and Bloom.....30,000
 Shamokin.....241,151
 Tonnage so-called semi-anthracite
 Treverton.....49,477
 Lykens Valley.....81,000
 Short Mountain.....91,380
 66--operators in Sch., working 91 mines, a loss
 of 12 operators and 2 mines.

January 25, 1862

J. printed letter from Charles N. Wetherill from Lafayette, Indiana. W. said that he and a Mr. Dalsen (in Pottsville) had experimented with coal breaking system which used a gang of hammers and broke coal with good square fractures.

J. said method of this sort used by Pa. Coal Co. in yards at N.Y..

R. A. Wilder inventew new method (same type). On trial at Robert Gorrell's colliery at Centralia saving of 60 to 70% of waste made by Battin process.

March 8, 1862

J. gave circular of Pa. Coal Co.

Prices on coal on board at Port Twen (carrying charge from here to N.Y. \$.50) Price range from \$2.80 (lump) to \$3.15 (stove) (from \$.30 to \$.50 below 1861 prices)

March 15, 1862

J. said Trade opened pretty well. 1861 canal and R.R. charges.

About March 22, 1862

J. adv. operators to avoid strikes by adv. wages when coal prices adv. Miner's scarce because of War.

1862

Note: Molly Maguires "In this country it is said that it never existed as a distinct organization, but that the secret acts of lawlessness and crimes that had characterized the Mollie Maguires came to be tolerated and even sanctioned and abetted by the "Ancient Order of Hibernians," a benevolent institution which had long existed and which, in some States, was incorporated. When the first attracted attention they were termed 'Buck shots', and although troublesome, they were not considered very danger us. Their crimes came to be more frequent and malicious.

They resisted the enrollment for the draft in 1862."
 (History of Sch. Co. -Published W.W. Munsell 1881. p.21)

May 3, 1862

By this date steamboat, lump, chestnut coal in demand. Various strikes reported some began to take on ugly turn.

May 10, 1862

J. said men who struck at Heckscherville stopped pumps. (1st Monday May.) 200 infantry men sent by Gov. Curtin following Thurs. Returned to work Friday.

May 12, 1862

(Monday) Mahanoy Tunnel (known also Buck Mt. Tunnel) completed (started April 11, 1859) 3400 ft. in length. Ave. wage for miners at this time \$40 a month 7-9 hr. days (daily).

June 7, 1862

J. recorded worst freshet since 1850. Quite a few mines flooded. Rain started Tuesday - con't 36 hours.

June 21, 1862

J. records another strike pumps stopped and fires pulled at colliery of Mr. Vorhies. Suspicion of political motives. Same issue said shipments for week were off 30,000 tons owing to canal stoppage and all regions the trade to-date was 105,866 tons below 1861. Boatmen demanded 35% increase in freight to N.Y.

June 28, 1862

Bearkt 75,000 tons sent down this week. 63,089 by R.R. and 11,502 by canal. Canal freights at this time Port Carbon to Phila. \$.85 Sch. Haven to Pottsville \$.80.

July 5, 1862

J. --"At many places the men have become quite unreasonable and are exacting wages which the prices of coal will not warrant paying." "we learn that good miners can make from \$2.25 to \$2.50 a day by working 8 hrs. a day and ordinary hands \$2 a day. This is good wages, better than is made in any other branch of business at present."

To compare wages with retail prices in Pottsville. Best flour \$6.50 bbl. equal to \$1.62½ for what used to be called '50 lb sack' beef 8 to 11 cents; mutton 10 to 12 cents; pork 9 to 10 cents; shoulders 6 to 7 cents; ham 10 cents; lard 10 to 11 cents; butter 13 cents; cheese 10 cents; eggs 13 cents; 'A' sugar 11 cents.

August 18, 1862

(Acc. to J. Aug 23) 1st coal shipped from Girard lands to Mayor Henry, Phila.

Nov. 1, 1862

(Acc. to J. Nov. 8) first coal shipped from E. Mahanoy 17 cars by Wiggan and Treibles. Total shipments for all regions 29,970 tons increase.

November 29, 1862

J. reports Government using much coal - military needs.

December 27, 1862

Announcement Wm. P. Reese invented new coal breaker.

1863

J. volume missing --Look in Hist Soc.

January 1863

Early in month. J. printed shipment figures for 1862:

Total anthracite shipments.....	7,640,905
Schuylkill.....	2,890,598
Lehigh.....	1,377,778
Wyoming.....	3,130,827
Shamokin.....	241,642

January, 1885

Semi-Anthracite

Short Mountain.....197, 191

Trevorton..... 62,223

78 operators working 105 mines in Schuylkill County

Shipments from newly developed Mahanoy District 577,893 tons.

June 1863

Six men accused of being rebel spies. Sent to Phila in irons. Numerous sketches, including drawings of collieries found on them.

Considerable labor unrest this year also.

January 2, 1864

J. recorded - work stopped in 5 collieries of
Heckscher and Co. about 2 weeks previous.

January 23, 1864

J. published 1863 coal statistics Tonnage 9,420,135

Schuykill.....	3,433,265
----------------	-----------

Lehigh.....	1,945,560
-------------	-----------

Wyoming.....	3,766,374
--------------	-----------

Shamokin.....	274,936
---------------	---------

Semi-Anthracite tonnage

Short Mountain.....	141,282
---------------------	---------

Trevorton..... 62,200

In Schuylkill County 101 operators working 125 mines. Increase of 542,667 tons over 1862 (Schuylkill) but 482,946 tons of this was attained in Mahanoy Valley - Mahanoy - 1862--577,893 1863--1,025,613 or 30% total Schuylkill shipment in '63'.

1864

High coal prices, labor troubles, expansion of corporation ownership in Schuylkill region and striking Union successes on the battlefield.

January 30, 1864

J. said 24,000 tons Scranton coal auctioned in N.Y.
Top prices: Steamboat - \$7.30, lump--\$7, broken \$7.20,
egg-\$7.65, Stove-\$8, chestnut \$6.95.

February 6, 1864

This month labor troubles increasing.

Mr. Dunne would not stop collieries - told strikers to get out of his houses.

February 13, 1864

J.- six committee men arrested - Heckscherville and sent to Reading underguard for trial. Published that any others who had stopped mines by threats and violence would get same dose.

February 20, 1864

Major Gen. Couch and Major Gen Franz Sigel had been here to look into labor troubles.

J.---"During the last year, the 6 large collieries of Heckscher and Co. have been worked only 4 mos. and 15 days. For the balance of year they were stoppped by these committeeman."

Number of soldiers in region --Invalid Corps.

However, this issue notes several arrests in Cass Twp. by military.

March 5, 1864

J. noted - Breaker of Wm. Littlehales at New Castle
burned by incendiaries - loss - \$8,000.

D&H circular prices quoted - Rondout prices:

Lump-\$7, broken-\$7.10, egg \$7.25, stove \$7.50, chestnut, \$6.50 N.Y. prices \$.50 higher.

March 18, 1864

J. said Tyson and Kendrick sold Gilberton Colliery Cone of best in Mahanoy for \$200,000.

Terrorism can't - R. Kear offered \$500 for detection of those who posted threatening notice at his mine the preceeding Monday.

March 26, 1864

J. Trade prospects good. R.R. rate \$2.08 Pt. Carbon Richmond. Canal \$1.03 toll Pt. Carbon - Phila. with freight of \$1.05.

April 2, 1864

J. said market would take all coal which could be transported.

Invalid Corps moved out of Cass Township part of Tenth N.J. regiment went in restoring good order.

J. noted - many bills in Hamburg to incorporate coal companies.

April 18, 1864

Engineers on Mine Hill R.R. on strike from Monday 18th to Friday 22nd.

Coal costing \$5.50 a ton in Pottsville (delivered).

June 1, 1864

Freights and tolls to increase \$.50.

June 4, 1864

Wk. shipments (ending previous Thursday) 103,721 tons

Strike - for \$1. a week increase for labors

.10 increase per wagonload for miners.

July 1, 1864

Freights and tolls raised another \$.50.

July 2, 1864

Heavy shipping preceeding week 108,271 tons.

Strike for more pay - Employees on Mill Creek and Mt. Carbon R.R.'s Strike effective.

July 9, 1864

Strike effective --Shipments out to 19,070 tons.

Men employed on laterals wanted .50 a day increase.

(charges for hauling on laterals had not been raised July 1.)

Rates on lateral roads: Engineers \$3.60, firemen and conductors \$2.50, brakemen \$2. C.E. Smith, Pres Reading Co. Co. come to Sch. to try to settle.

Strike can't -Pt. Reading R.R. seized by Federal Government and men sent from Washington to work laterals under Major Gen. Cadwalader. Gov't had first call on all coal.

July 23, 1864

J. announced strike settlement - had cost region app. \$1,000,000 and Reading R.R. \$500,000.

Strike in Heckscher collieries asking \$1.50 a week. increase for labor, \$.10 wagonload for miner. (They had received an advance of that amount July 1.) Other mines followed suit.

July 30, 1864

Mine strikers mostly back at work.

Meantime coal miners who had gone to front were covering themselves with glory.

August 6, 1864

J. contained story Petersburg mine--engineered by Lt. Col.H.K. Pleasants and his Sch. mines.

1865-1866 - Missing

January 26, 1867

J. pub. coal statistics for 1866:

Shipments --12,399,747

Schuylkill.....4,553,487

Lehigh.....3,2483

Wyoming.....4,736,616

Sham Shamokin.....557,161

Semi-Anthracite tonnage

Short Mt. Co.....112,851

Franklin Coal Co.....35,565

Lykens Valley Co.....1,385

Summit Branch Co.....70,112

Trevorton.....53,648

In Schuylkill 118 operators working 152 mines, 53 operators and 61 mines being in Mahanoy Valley.

Inc. over 1865 897,685 tons, of which 684,966 tons gain of Mah. mines. Co. south of Broad Mt. had net gain-less than 215,000 tons.

During this year J. stressed Sch. iron deposits.

February 9, 1867

J. said coal selling at \$2.75 to \$3.25 at the mines.

February 23, 1867

J. said R.R. rates would be \$2.08 Pt. Carbon-Richmond .50 drawback on shipments to N.Y. and the east.

March 9, 1867

Coal piling up at ports - slack trade.

March 15, 1867

(Rec. J. Mar.23) Wm. H. Littlehales (31 yrs. age) Sup't Glen Carbon Coal Co. Left Pottsville 1.P.M. after arranging for next days \$3000 payroll. Attacked beyond Coal Castle-robbed.

March 16, 1867

J. noted black band iron ore bed disc. in mines of Wolf Creek Diamond Coal Co. by Gen. J.K. Siegfried - several other places.

This issue said at a number of mines men were not working for wages offered demanding advance.

March 30, 1867

J. gave record - murders committed in 4½ yrs.-50-Total 1863-14, 1864-14, 1865-12, 1866-5, 1867-5 (to-date).

Many victims mine officials.

1868-69 MISSING.

January 1, 1870

Industrial strife rampant - murders seemed to decrease.

J. issue said Anth. Board of Trade adopted for yr a basis of \$2 a ton at Pt. Carbon, fixing wages accordingly at \$10.50 - miners, \$8.50 inside labor, \$7.50 -outside labor, contract rates reduced 40%. When coal ave. 2.50 -wage inc. 5%, at \$3 - 10%, 3.25-15%, 3.50-17%, 3.75-21% t.-25%.

This issue said threatening notice (against a Mr. Ketner) posted at Knickerbocker Colliery warning him to decamp in 5 days or death. Robert B. Brath, Sec't Anth. Board of Trade and M.P. Fowler Sup't. Knickerbocker Coal each offered \$250 reward for information on person.

January 8, 1870

Few mines at work.

January 15, 1870 J. said Senator Turner, Luzerne, had introduced bill at Harrisburg for better ventilation and inspection of anth. mines.

January 22, 1870 Bannon ill - coal statistics late. Bannan pioneer Statistician anth. industry.

January 29, 1870 J. issue had part of coal statistics.
 Total for 1869 - 13,221,386 tons decrease of over 183,000
 Schuylkill.....4,748,969
 Lehigh.....1,929,523
 Wyoming.....6,068,369
 Shamokin..... 474,525
 Semi-anthracite
 Short Mt. Co..... 104,760
 Lykens Valley Co..... 78,965
 Williamstown Colliery..... 45,612
 Trevorton..... 45,612
 126 operators working 148 mines. $\frac{1}{2}$ mines north of Broad Mt. average output Sch. mines south of Mt. 26,514 north of Mt. 44,702.

February 13, 1870 J. said miners in Mah Valley returned to work at wages offered by operators.

February 20, 1870 Trade dull J. said Dealers in N.Y. reducing coal to \$6 per ton. (much of the coal cost \$5 per ton).

February 27, 1870 Auction at Scranton - average price decline \$.57.

March 6, 1870 J. said freight rates cut 3.25.
 Question of 8 hrs. system arose.

March 17, 1870 Miners convention Hazleton. Delegates from Luzerne, Schuylkill, Columbia, Northumberland, Carbon.

April 3, 1870 Verbatim-- Dropping these matters, the Journal then went into a little discussion of coal beds, and listed them as follows. The list was supposed to include the beds generally known throughout the entire anthracite field, and it excluded the smaller surface beds in the Pottsville basin.
 The list, as digested from Coal, Iron and Oil", by Daddow.
 M--Gate, 9 feet, Red Ash.
 L--Little Tracey, 4 feet, Red Ash.
 K--Tracey, 3 feet, Red Ash.
 J--Diamond or Daddow, 7 feet, Red Ash.
 I--Little Orchard, 3 feet, Red Ash.
 H--Orchard, 6 feet, Red Ash.
 G--Irinrose, 10 feet, Gray Ash.
 F--Holmes, 4 feet, White Ash.
 E--Seven Foot, 7 feet, White Ash.
 Mammoth, 25 feet, White Ash.
 D--Skidmore, 8 feet, White Ash.
 C--Gamma, 5 feet, White Ash.
 B--Buck Mountain, 10 feet, Red Ash.
 A--Alpha, 3 feet, Red Ash.

April 3, 1870 (con't)

The Seven-foot and the Mammoth this said, forms only one bed in the Lehigh, Wilkes-Barre and Lackawanna districts. At Scranton the combined beds were but 14 feet, and 20 feet at Wilkes-Barre.

Tamaqua, Scranton and Shamokin it went on, had no beds above the Little Orchard, or "I" seam. Mahanoy had none above the Orchard, and Wilkes-Barre none above the Tracey. (100 Yrs. Anth. p.40)

April 10, 1870

J. announced that Pres. Charles G. Smith had resigned as Pres. of the Reading and that Franklin B. Gowen had been chosen as successor. (A week later it said Smith only taking year's vacation - Gowen sub.)

Coal prices adv. slightly. Weeks tonnage 113,636.

Letter signed "Operator" gave wages - Contract miners \$16, to \$20, per week. Co. miners, \$12, to \$14; laborers \$9.50 to \$11.50; breaker boys, \$5. Coal \$2.25 to \$2.75 or less.

January

In this issue, first report of John Eltringham, mine inspector under special act applying to Sch. He took office May 1, 1869. By Jan. 1, 1870, 138 mines examined.

Number of drifts	134
" " slopes	115
" " shafts	13
Deepest slope (Duncan)	1500 ft.
2nd deepest	1443
3rd "	990
4th "	972
Deepest shaft (Wadesville)	665
2nd deepest (St. Clair)	620
Other shafts	124 to 600
Employees at 138 mines	17,204
Mules	1,625
Drift cars	6,206
Number of engines	460
Horsepower of engines	25,221
Persons killed May 1-Dec. 31	25
Persons injured	90

60 fans and 39 furnaces - for use in mines below water level for ventilation.

February 5, 1870

J. printed remainder of coal statistics announced John Tucker, resigned.

February 12, 1870

As of this date. Gowen said Reading would cut tolls on coal intended for shipment to eastern points if the operators and workmen would also take cut.

February 12, 1870

Pres. Gowen here to see operators with regard to year's prospects.

February 18, 1870

Navigation at Summit Hill striking - Reason not known.

Senator Randall at Harrisburg introduced a bill for the incorporation of a Miner's Hospital.- Passed and app.

State Senate passed ventilating bill sponsored by John Siney and other labor men.

March 5, 1870

J. said - Senator Turner's ventilation bill (modified) passed.

W.B.A. ordered suspension.

J. said order ignored in Lehigh region, part of Shamokin and 3 big Co's in Luzerne. Lehigh and Wyoming men getting higher wages.

March 7, 1870

W.B.A. Council meeting Tamaqua take up basis issue no intention to raise prices.

March 12, 1870

By this date shipments 5,493.

March 28, 1870

Auction sales of Scranton coal ave. decline \$.27 per ton.

April 4, 1870

W's shipments 93,758 tons about 9,000 tons below previous year.

Miners on strike

This year saw rise of John Siney.

April 11, 1870

But there was even a more interesting thing in this issue. The Journal had been running a series of long letters on "Waste of Our Anthracite Mines and its Utilization," and in a letter of this series printed April 11 it was said that the Lackawanna region was advancing while Schuylkill was not chiefly because of "their system of mining, though by no means perfect, is better and more economical than ours, and their means of transportation are chiefly in their own control, and this also gives them a decided advantage."

That is to say, incorporated mining companies in the upper region were operating in a more scientific manner than individual operators in Schuylkill, and the combination of mining and transportation interests, in actual practice, was shown to be more efficient than a separation of such interests. In still other words this letter declared to be true what the Journal had always declared with much heat was not true and could not be true. (100 Yrs. Anth. p.41).

April 18, 1870

Collieries generally back at work at old wage rate.

April 25, 1870

J. --111,259 tons had been sent down.

April 30, 1870

About this time - J. published auction sales at Scranton showed \$.10 increase.

June 6, 1870

J. printed weeks shipments 103,536.

- July 1, 1870 Act. established 8 hr. day as legal working day went into effect (Did not effect farm hands nor persons hired by week or month.) In other states where such laws had been passed a good many employers in advance arranged to hire not by the day, but by the hour, in which case nothing would prevent agreements to work more than 8 hrs. a day.
- July 4, 1870 J. said miners in Mahanoy Valley on strike for 8 hr. day and \$1 wk. wage increase.
- July 11, 1870 By about this time strike was general.
- July 14, 1870 Men from Ashland area on march - all activities in Mahanoy Basin tied up.
- July 15, 1870 Marchers went to west end and stopped all work in West Branch Cass Township, St. Clair, and Sch. Valley.
- July 16, 1870 Headed for Lehigh. Lehigh mines stopp'd.
- July 18, 1870 J. said only 3 or 4 mines working. Weeks shipments 15,951.
- July 25, 1870 J. said shipments 8602 tons.
- August 1, 1870 Strike still on. Shipments dropped to 6,776 tons. (No threats made against men wishing to work., except at the Greenwood mine at Tamaqua.
- August 8, 1870 Shipments only 11,045 tons men had returned at but few mines. Sch. shipments about 350,000 tons behind previous year.
- August 15, 1870 J. said that in nearly all collieries that had been kept in readiness to work - men returned 10% adv. but on old hrs. Same terms offered in Mahanoy Valley. St. Clair men still holding out.
- August 22, 1870 J. said collieries would all be at work this week. Most had gone back to work at 10 hrs., adv. of wages from 10% to 15% for both miners and laborers.
- August 29, 1870 Wk. shipments 102,757 tons. almost all men back
- Sept. 5, 1870 J. said coal prices in this region adv. .40 to .50 a ton.
- Sept. 12, 1870 Tonnage by this time 122,661.
- Sept. 19, 1870 By this date -135,893
- Sept. 26, 1870 By this date 129,466.
- Oct. 1, 1870 Wk. - 140,943 tons.
Auction prices Scranton coal - adv. 82 cents. Mine workers in Sch. Valley went out for more pay.

Oct. 10, 1870

J. said operators offered increase of .10 per wagonload, and \$1 per wk. laborers.

Shipments for week--133,417 tons.

June 18 1870 (?)

J. published letter signed "Miner" with a note: "For my life's sake, please do not insert my proper name." Letter said there was an inner ring in the organization, all voting by via voce, and anyone who voted against the powers, took life in hand. Correspondent said 4 men wanted to return to work, but not will to accept operators proposal Lazy and incompetent encouraging suspension.

Shipments for week 41,467 tons.

Verbatim---- It is necessary at this point, for the sake of clearness to make a digression into personal matters. Even at that, these personal things are not out of place in an account of coal business, for the concern John Siney, whose activities bulk largely in the history of Schuylkill anthracite and Benjamin Bannan, whose editorial activities continually left their impression on the trend of affairs in the hard coal business.

It appears from developments hinted at in various issues of the Journal, that John Siney had at one time lived in England, at or near Manchester. It would also seem to have been rumored that, when there, Siney was known as Sweeny, or at least so the implication is Bannan's cryptic utterances about "Siney alias Sweeny" seem to have been based on a hypothesis that the labor leader represented himself in some quarters as Siney, a Protestant, who had lived in England; while to others he was Sweeny, a Roman Catholic.

All this, even if true was trivial enough, but it seems that there was some sort of a come-back and the story got around that Bannan himself was not a native American, but that he had been born in the north of Ireland. Just as Bannan had given more notice to the trifling gossip about Siney than the subject deserved, so he gave undue notice to this silly report.

But after all, it is just as well that he did, for he made it the occasion of a fascinating account of his own life in an editorial statement in the Journal of July 9, in brief, his autobiography was:

He was born in Union Township, Berks County, and both his of his parents had been born in an adjoining township. His father was a farmer who also taught school. Bannan's mother died when he was only nine years old, and when he was seventeen his father died. Before he was sixteen he entered the printing office of the Berks and Schuylkill Journal, published in Reading by Major George Getz, and served his apprenticeship until he was of age.

He then went to Philadelphia as a journeyman and worked for a Mr. Johnson, who interested him in learning ~~stereotyping~~ stereotyping. After about eighteen months in Philadelphia he returned to Reading by reason an offer of a partnership with Getz. But conditions in the old office were no longer to his liking, and in April 1829, he drifted to Pottsville drawn partly no doubt by the coal creze which was attracting people hither, and perhaps by the fact that his brother John Bannan, was interested here. (100 Yrs. Anth. p.43.)

August 7, 1870 (?)

J. said slack demand Shipments - 146,628 tons.

Wages based on ave. \$4.75 price.

Verbatim--From these grave matters the Journal went into lighter affairs by describing some \$30,000 worth of machinery which had been delivered the previous Saturday, August 7, by Major James Wren, of the Washington Iron Works, to the New Mines of the Manhattan Coal Company And the Glen Carbon colliery of John Lucas and Co.

Early in the morning Wren had put into operation a new breaker at the New Mines. There were eighteen circular screens, running from four feet to six feet in diameter and from nine feet to twenty-four feet in length, together with six pairs of rollers, to which were attached Wren's slate pickers.

"The capacity of the breaker is the greatest in this country." said the Journal, for the chutes held the tremendous quantity of "225 Reading Railroad cars of coal, over 1000 tons." In full operation the breaker could fill about 300 cars a day. Thomas Shollenberger was superintendent for Cain, Hacker and Cook, lessees of the property. The breaker contained contained 1,300,000 feet of wood, and all the woodwork was done by Ezra Cockill, of Llewellyn. The general construction was superintended by A.B. Desaulles, resident agent of the Manhattan Coal Company. (100 Yrs. Anth. 44p.)

August 14, 1870

J. printed wages April and July at the same mine for workmen by classes., mine worked 26 days in each month.

Gangway men, high	118.64	123.00
" " low	84.06	99.00
Miners in breasts, high	80.00	103.38
" " low	70.00	84.79
" by week, ave.	56.54	67.10
Inside laborers in August from	\$59.87	to \$64.18
Outside "	\$53.76	" \$64.36

August 21, 1870

J. records strike - miners wanted to base their wages on ave coal price at Mauch Chunk, not N.Y.

August 21, 1870

Closing day of 5 day session of National Labor Congress (John Siney as rep. of coal regions).

August 28, 1870

J. said canal virtually out of business.

Sept. 1, 1870

1st issue of Journal as daily (weekly continued)

Sept. 6, 1870

(Acc. to J. Sept 11) Fire in Avondale shaft at Plymouth

"This shaft was a three compartment affair, two being downcast and the third an upcast, the draft being supplied by a furnace at the bottom of the mine, which was about 275 feet deep. The fire had originated in this furnace and swept up to the top, igniting the surface structure, including the breaker which was built over the mine mouth.

"The result was that all ingress and egress was cut off, while dense volumes of smoke were sucked down into the mine. In it were trapped 108 men and boys." All dead, including 2 rescuers.

- Sept. 23, 1870 J. reported shipments 110,089 tons Trade dull.
- October 2, 1870 J. said ave coal price at Pt. Carbon for Sept. 2.89.
- April 17, 1871 J. recorded week shipments 116,462 tons.
Gov. signed Sch. ventilation and inspection act, which had been amended so that the Gov. should name the inspector from those who passed an exam. before a Board of 5 miners and 1 mining engineer (app. by court)
Bill to tax anth. \$.02 per ton knocked out.
- April 24, 1871 Shipments 121,982 tons.
J. announced Henry Thomas sold $\frac{1}{2}$ interest in Trevorton Coal Estate to Gowen (P.&R.C&I) for \$310,000. His other $\frac{1}{2}$ int. previous sold to Lehigh Valley Coal Co.
- May 1, 1871(?) J. said Scranton coal 23 cents higher April auction
Shipments 122,374 tons.
- May 10, 1871 (?) Gen. strike called for May 10 then decided not to but strike developed on schedule anyway. 53, 154 tons shipped before it.
- May 22, 1871 (?) J. noted only 775 tons shipped.
- May 29, 1871 (?) 1,001 tons shipped.
- June 5, 1871 (?) J. strike general, except Pa. Coal Co. was working. Operators proposed as settlement to J.
1.-Labor prices to be regulated by ave. coal prices at Pt. Carbon, the proportions entering into the making of ave. being pea 12 $\frac{1}{2}$ %, chestnut 12 $\frac{1}{2}$ %, larger 75%.
2.-When the ave. is \$3., outside labor to get \$11, platform men \$11.50, inside labor \$12, and miners \$14. clear.
3.-For every \$.25 increase in the ave., an advance of .50 a week or .05 a wagon as the case might be. For every decline a reduction in like measure, with yardage in proportion.
4.-Ave. prices to be determined by 5 operators chosen by W.B.A.
5.-Rates on wagon or yard work, as existing, to continue.
6.-Threats or discrimination by the union, or any committee, to be avoided.
- June 12, 1871 (?) J. reported - Gen. Council of the union said --they didn't want to force coal prices up beyond reason and authorized all districts and branches which could agree with operators to resume on or after June 16. Sch. Co. Exec. Committee demurred at offer but later agreed except pea coal was not to enter into a determination of base price.
- June 16, 1871 (?) 16 mines had resumed work.
- June 26, 1871 All mines here working except 3 or 4 in West End D&H and Lackawanna mines idle. Men refused to abandon basis idea, companies declined to accept.

July 3, 1871 (?)

J. renewed proposal of a previous year that a bill be passed to establish miner's hospital here, to be financed by tax on coal - \$.01 per ton. "which of course will be paid by the dealer abroad."

Shipments for week - 134,820 tons (all but 2 or 3 Sch. miners at work.) Coal advanced \$.75 to \$1 a ton which with tolls and freight meant an advance of about \$1.50 at tidewater.

July 17, 1871 (?)

J. report week shipments 139,356 tons (109,116 by rail.)

July 24, 1871 (?)

J. announced that it would establish Daily not later than Sept. 1. J. said that paper "is now, with but one exception, the largest paper issued in the United States." It was, 4 page sheet, 10 col. per page, wider than present col., 31 inches long.

Wk. shipments - 148,987 tons (115,935 by rail)

At Phila. the best prices for Sch. prepared coal about \$6.75 per ton on board vessel at Pt. Richmond.

Toll and freight from Pt. Carbon -- \$2.08

R.R. charges for shipment \$.22 $\frac{1}{2}$

Selling commission 5%, \$.33 $\frac{3}{4}$, making total \$2.64 $\frac{1}{2}$ leaving operator \$4.11 $\frac{1}{2}$ per ton.

Net coal at Phila. - \$5.75 to \$6 (large or small) operators getting \$4 net.

In June average coal price at Pt. Carbon was \$3.75

Outside labor \$12.65 wk. inside \$13.80, miners \$16.10.

J. said many contract miners made \$60 to \$100 a month.

July 31, 1871 (?)

Wk. shipments 153,262 tons.

Gen. Council W.B.A. had met in Tamaqua said every member except boys who had worked 6 days in June should be assessed \$1 and that after June each miner should be assessed 1.25 weekly and each laborer \$1 weekly for relief of Luzerne strikers.

March 3, 1872 (?)

J. said Feb. auction of Scranton coal showed decline of \$.30 on chestnut up to \$2.55 on steamboat from Jan. price.

March 10, 1872 (?)

About this time J. announced rr. rates \$2.08 from Pt. Carbon to Richmond, canal charge \$1 toll and \$1 freight from Sch. Haven to Phila. Opening prices predicted \$3 to \$3.50 for lump and prepared.

March 17, 1872 (?)

J. said wages for laborers at collieries range from \$9.50 to \$10 outside work, and from \$9 to \$11 inside work, per wk. Miners from \$13 to \$16 a wk.

March 31, 1872 (?)

J. contained advertisement for "Patent Exhaust Fan Ventilator J. Lowden Beadle, Ashland, patentee, and Gen. J.K. Siegfried of Pottsville, as General agent.

April 7, 1872 (?)

J. recorded murderous assault. Two strangers came to mine of Geo. W. Cole, Mahanoy Twp, where they encountered Cole's son, outside foreman, and T. Lewis mining boss.

After short argument - men wanted to see inside boss-- Lewis was shot through both cheeks. Employees aroused

April 7, 1872 (?) con't. and in flight one of men assassins was killed.
Patrick Doonan. Other man caught and held on \$1000
bail.

Coal shipments for week - 102,238 tons.

April 11, 1872 (?) Act - ammended rr. police act of 1865, so as to
allow owners of furnaces, mines, rolling mills to nominate
special policemen for appointment by Gov. "coal and iron
police."

April 14, 1872(?) Shipments for wk.-114,358

April 21, 1872 (?) Shipments for wk. 105,575 tons.

J. said only mines paying were those with low
operating expenses.

Strike at P. Richmond, wages reduced from \$.30 to \$.25
per hour.

May 5, 1872 (?) Shipments 119,597 tons.

May 12, 1872 (?) Wk. tonnage 114,657 tons.

Sch. white ash (cargo lots) selling at Phila. -
\$5 to \$.25 for stove and larger, which was about \$3 to \$3.25
on board at Sch. Haven.

May 26, 1872 (?) Wk. tonnage 134,299 tons (rr.-94,020)

June 9, 1872 (?) J. said some sizes of coal advanced \$.25

Shipment for week. - 129,615 tons

Coal prices: June 1864, \$8 to 8.25

" 1865 \$6 to 6.25

1866 \$5 to 5.25

June 16, (?) \$.25 per ton increase. shipment wk. 133,276

June 30, 1872 (?) Shipment wk. 138,932

July 7, 1872 (?) Shipments wk. 138,932 (same as previous week.)

July 21, 1872 (?) Several Strikes

J. - "At seve al of the collieries the men have turned
out for higher wages. We would advise them to go in at fair
wages. The present prices of coal here will not be
sustained after the 1st. of August, when the tolls are raised.
unless there is a stoppage."

August 1, 1872 (?) Transportation charges adv. .25 per ton.

August 4, 1872 J. noted new type coal breaker, devised by R. A. Wilder
adopted for installation at coal yards, as well as mines.

August 11, 1872 Tonnage for wk. 133,045

August 18, 1872 Coal prices drop \$.25

August 25, 1872 Tonnage 129,665.

Sept. 1, 1872 (?) Shipments 136,407 (rr. 99,139)

Sept. 15, 1872 Shipments 86,686

Sept. 29, 1872 J.-Scranton auction sales at tidewater, ave. decline \$66 in coal prices from August.

Oct. 27, 1872 (?) Shipments for wk. 105,97 tons.

July MIXUP IN DATES IN BOOK --IN REGARD TO YRS. 1872---1867 INCIDENTS OCCURRED BUT DATE NOT RECORDED.

July 6, 1867 (?) Trade dull

July 13, 1867 J. - "We never knew the trade to be a more prostrated condition."

August 3, 1867 (?) Tonnage for wk.-110,860 Sch. field more than 500,000 tons behind 1866.

August 10, 1867 (?) J. told of tests of new blasting powder invented by Dr. L.H. Ehrhardt. - Boston chemist.

August 24, 1867(?) J. said heavy rains flooded mines and damaged lateral rr. so that weeks tonnage 28,987.

Sept. 21, 1867(?) Wk. shipments back to 101,812 tons.

Sept. 28, 1867(?) Shipments 107,311 tons.

Oct. 26, 1867 (?) Weeks tonnage 112,595 tons.

Nov. 23, 1867 (?) Shipments 101,577 tons.

Dec. 7, 1867 (?) Shipments 104,259

January

January 4, 1868 J. desc. Hickory Coal co mine at Wadesville--"This colliery has no superior if any equal in this country and will compare favorably with the best in Europe." John C. Northall was superintendent.
Shaft 660 feet deep, gangways driven 2000 yards on the Seven-foot bed. Mammoth and Four-A beds also opened 2 hoisting engines - 90 horsepower, 20 in. cylinder and 4ft. stroke. Drum-16 ft in diameter -59 tons weight. mine wagons -3 $\frac{1}{2}$ tons capacity, were hoisted to the surface in 24 seconds Colliery's capacity, 1500 tons a day.

January 25, 1868 1867 statistics published.
Total shipments 12,650,371 tons, increase of 271,081 tons
Schuylkill.....4,334,820
Lehigh.....2,502,054
Wyoming.....5,328,000
Shamokin..... 485,697
Semi-Anthracite

January 25, 1868 (con't)

Short Mt. Co.....89,288
Lykens Valley Co.....76,108
Summit Branch Co.....127,642
Trevorton..... 48,118

108 Sch. operators working 137 collieries, 56 operators and 59 collieries in the Mahanoy Valley.

In 1867 Mahanoy Valley shipped 2,750,161 tons of the county's total 4,334,820 tons over 67%.

Mah. Total 241,540 tons greater than preceding yr.
County Total 298,667 " less " " " ".

October 22, 1868 Verbatim---Prices were very soft by October 22, and the Journal remarked that its predictions of overstocking with consequent necessity for lower prices and lower wages, had been borne out.

The dullness lasted over into November, and on November 5 the Journal said that more than half the Shamokin mines had broken away from the W. W. A. Indeed, the men up Shamokin way were far from being a unit, and the operators too were reported to distrust each other, and with good reason too, as far as some were concerned indeed, there are some records which seem to indicate that in that happy valley some partners distrusted each other, with perfect justification on both sides.

The reading, announcing new rates in this November 5 issue, said that in November there would be no shipping charge at Port Richmond, and Gowen expressed the pious wish that this abatement should be given to the miners here. The Journal was frankly skeptical about the chances of any abatement ever getting away from the middlemen at Port Richmond once they got the cash, and suggested that Gowen collect the full amount with the tolls and then send the shipping charge money direct to the operators and miners here, who would regard it as a "Godsend for the ensuing winter."

A week later the Journal said "The trade is exceedingly dull, and it might almost be termed as in a collapsed state." It remained dull for the rest of the year.

On November 19 the Journal gave a prominent position to news from Phoenix Park, saying:

"The Pennsylvania Diamond Drill Co., Mr. M.C. Bullock, agent, has just completed the boring of a hole seven hundred and fifty feet ten inches (750 ft. 10 in.) in depth, on the Phoenix Park Coal Company's property west of Minersville, where the Mammoth had been cut, and in such good shape that a large colliery there was likely. General Henry Pleasants, engineer for the company had advised the drilling and supervised the work, which was done by a diamond point rotary drill which brought up the evidence in the shape of a core.

The Journal printed the results, which were substantially as follows: taken in the descending order of course:

	Ft.	In.
Earth, sandstone and conglomerate.....	19	■
Orchard vein.....	4	1
Slate and rock, with two coal seams.....	259	10

October 22, 1871 (cont.)

	Ft.	In.
Primrose vein.....	11	
Slate and Rock.....	98	5
South Tunnel or Holmes vein.....	5	
Mammoth vein.....	28	2
Slate and rock with three coal seams.....	174	6 $\frac{1}{2}$
Slate and rock, mostly conglomerate.....	136	6 $\frac{1}{2}$
Skidmore vein.....	5	1
Slate.....	8	11
	<u>750</u>	<u>10</u>

The Mammoth was described as having a top bench of coal, 7 feet 8 inches, then slate 2 feet and the bottom bed of 18 feet 6 inches of coal.

The firm of Owen, Long & Company, at Tremont, had dissolved, according to the Journal of November 26, and instead there was formed the firm of Owen, Eckel, Colket and Co., to lease from the Tremont Coal Co. the Lykens Valley beds recently found on its property as well as the West End colliery.

At this time, too, another dissension arose between the operators and the W. B. A. over that unlucky average coal price. It was found that the price, to state it accurately had averaged \$2.2782 at Port Carbon for November. The operators said this meant that wages should be on the \$2.25 basis. The W. B. A. said that unless it dropped all the way from \$2.50 to \$2.25, the \$2.50 basis must be used.

The operators countered by saying that since the W. B. A. would not accept the nearest figure, they were willing to consider that the decrease was to be 1-4 percent for every 25 cent decrease, equivalent to one per cent for every fluctuation of three cents. Cowen was appealed to and he said that while nothing said in the agreement, he naturally supposed the nearest quarter would be taken, that for example an average price of \$2.60 would mean the \$2.50 basis, while an average price of \$2.55 would mean the \$2.75 basis. Otherwise, he thought, it should be one per cent variation for each threecents. And so the miserable quarrel went on over a difference of \$.0282 and the operators sticking for \$2.25.

It was no November 26 that the Journal printed a letter from an un-named correspondent at Bernice Sullivan County, telling of the coal deposits there and saying that sample lot of two barrels had been shipped to the Journal.

The W. B. A. took occasion to give the county a nice Christmas present for the Journal on December 24 said that the Council, sitting in Tamaqua, had decided on a general suspension in all regions, effective January 10, until the 1871 basis could be fixed, each county to determine its own. And so the old year went out, with the Journal on December 31 saying that wages should be 24 3-4 per cent below the basis since coal had averaged only \$2.17 at Port Carbon in December, a melancholy verification of all the predictions that the paper had made.

October 11, 1888 (con't) It has been said that the great clock of time does not strike any distinctive notes to mark the close of one era and the opening of another, but for all that there are usually some landmarks which serve to make these distinctions.

This is especially true of the history of anthracite in Schuylkill County.

The first period began with the opening of the Schuylkill Canal in 1825. The second period, very clearly defined, opened with the coming of the Reading Railroad in 1842. The third great period, equally distinct in outline began with the year 1871.

The first period was distinguished by a more or less delirious spirit, a tendency toward booming and over statement and a general air of speculating such as prevails in new gold fields or oil districts, or in any place where there is a rather sudden conviction that great natural wealth lies within easy reach.

The second period was one of physical expansion and development by reason almost meteoric development of the trade union movement.

The third period was one of industrial consolidation, great corporate activity and the practical merging of producing and transporting interests, with stabilization as the primary and original purpose. The change from the second period to the third, in 1871, was so clear-cut that it was recognized on all sides, and the Journal declared that it was equivalent to a revolution in the business.

For 1871 was the year of the famous Elwell award, settling the issues between the operators and the W.B.A. and laying down principles which were utilized by President Roosevelt's commission in ending the great strike of 1902.

It was in 1871, too, that the Philadelphia and Reading Coal and Iron Co. had its beginning as an adjunct of the Reading Railroad and started on a career which soon made it the leading hard coal producer, which position it still holds. It would appear that this development was viewed with equanimity, if not actually encouraged by some of the leading men in the W. B. A. At any rate, it is certain that even before the Reading Railroad actually undertook to become an owner and operator of coal lands, through a subsidiary corporation, the W. B. A. leaders had brought the railroad in to the very centre of coal affairs through what amounted to appeals for intervention in the controversies between themselves and the operators, addressed to President Gowen.

It would seem that these leaders sensed the close and logical connection between coal producing and coal transporting. It had always been the desire of the Journal, too, to see the producing and carrying interests functioning as a unit, though completely independent in their component parts. It is not improbable that Gowen accented the attitude of the W. B. A. leaders in his respect with a good deal of satisfaction.

Finally, it was in 1871 that representatives of organized labor, over their own signatures, laid it down as a principle that arbitration had no place in labor

October 22, 1868 (cont.)

controversies. That view did not prevail then, but it was never entirely eradicated and it has been re-stated, within the last five years, by men speaking for the present organization of mine workers, at least to the extent of refusing to consider arbitration unless assured in advance that main issues should be conceded. (100 Yrs. Anth. p. 48 col.2-3 P.49-col. 1)

February 22, 1868

J. said Reading R.R. sent out notices that tolls on laterals for season - \$.03 per ton-mile, and \$.25 per ton service charge on coal sent to scales and reconsigned south of the Mt. and a 50 charge north of the Mt.

In the next issue--D&H circular noted. Stove coal to open at \$4.30 at water terminals in April, inc. \$.10 May 1; inc. \$.10 June 1; \$.15 August 1; \$.35 Oct. 1; and \$.25 Nov. 1 - thus Nov. price \$5.25.

March 2, 1868

J. snowstorms blocked R.R. even main line, wk. shipments 26,837 tons.

March 21, 1868

Still snowing. Canal not opened. Wk. shipments 36,110.

October 22, 1868

Much trouble between Letter (Childs, Ed) and J. Prices very low.

November 5, 1868

J. said more than $\frac{1}{2}$ Shamokin mines broke away from W. B. A.

Reading R.R. said in Nov. no shipping charge at Pt. Richmond.

Trade dull for rest of year.

For this month coal price at Pt. Carbon ave. \$2.2782 operators said wages should be \$2.25. basis.

November 26, 1868

J. printed letter from Bernice Sullivan County - Coal deposit's there, sample lot of 2 bbis. shipped to Journal.

December 24, 1868

J. said - Council, at Tamaqua, decided on general suspension in all regions, effective Jan. 10, until 1871 basis fixed.

December 31, 1868

J. said wages 24 $\frac{1}{2}$ % below basis since coal ave, in Dec., \$2.17 at Pt. Carbon.

COAL HISTORY

"The first period began with the opening of the Schuylkill Canal in 1825. The second period very clearly defined, opened with the coming of the Reading Railroad in 1842. The third great period, equally distinct in outline, began with the year 1871.

"The first period was distinguished by a more or less delirious spirit, a tendency toward booming and over statement such as prevails in new gold fields or oil districts, or in any place where there is a rather sudden conviction that great natural wealth lies within easy reach.

"The second period was one of physical expansion and ~~little~~ ^{marked} by ~~reason~~ ^{almost} meteoric development of the

1868

COAL HISTORY (con't)

"The third period was one of industrial consolidation, great corporate activity and the practical merging of producing and transporting interests, with stabilization as the primary and original purpose. The change from the second period to the third, in 1871 was so clear-cut, that it was recognized on all sides and the Journal declared that it was equivalent to a revolution in the business.

"For 1871 was the year of the famous Elwell award, setting the issues between the operators and the W.B.A. and laying down principles which were utilized by Pres. Roosevelt's commission in ending the great strike of 1902.

"It was in 1871, too, that the P&RC&I Co. had its beginning as an adjunct of the Reading R.R. and started on a career which soon made it the leading hard coal producer, which position it still holds. It would appear that this development was viewed with equanimity, if not actually encouraged, by some of the leading men in the W.B.A. At any rate, it is certain that even before the Reading R.R. actually undertook to become an owner and operator of coal lands, through a subsidiary corporation, the W.B. A. leaders had brought the R.R. into the very centre of coal affairs through what amounted to appeals for intervention in the controversies between themselves and the operators, addressed to Pres. Gowen.

"It would seem that these leaders sensed the closed logical connection between coal producing and coal transporting. It had always been the desire of the J., too, to see the producing and carrying units functioning as a unit, though completely independent in their component parts. It is not improbable that Gowen accepted the attitude of the W.B.A. leaders in his respect with a good deal of satisfaction.

"Finally, it was in 1871 that representatives of organized labor, over their own signatures, laid it down as a principle that arbitration had no place in labor controversies. That view did not prevail then, but it was never entirely eradicated and it has been re-stated, within the last 5 yrs, by men speaking for the present organization of mine workers, at least to the extent of refusing to consider arbitration unless assured in advance that main issues should be conceded.

January 7, 1871

J. said if suspension general it would do no harm Trade dull etc. J. believed that most of coal mined in 1871 would be absorbed by market, and that total of 4 wks. suspension during year would keep prices on even keel.

January 14, 1871

J. said susp. gen in Luzerne and Carbon - 10 collieries working at Shamokin.

January 21, 1871

J. said 120 operators working 138 mines in Sch; 31 working 35 mines in Northumberland; 10 operators in Columbia and 1 in Dauphin.

February 4, 1871

Shipment figures for 1870. For 1st time the semi-anthracite of Trevorton and Dauphin Co. inc. in anthracite total.

1870 shipments totaled 15,368,437 tons increase of 1,716,690 tons. Total local sales and colliery fuel given - 3,842,876 tons. Sch's loss 1,028,566 tons.

Schuykill.....3,720,403

Lehigh.....3,040,303

Wyoming.....7,559,902

Monokin.....486,174

Trevorton and Dauphin.....521,665

In 1870 - total killed in mines: Sch-112, Northumberland 14, Columbia - 2, Dauphin-1, Lehigh-7 (This was only Aug. to Dec. for Lehigh)

Shipments for wk. (Sch) 7,114 tons.

February 18, 1871

Tolls to be lowered from \$2.00 to Pt. Richmond, on this date, if \$2.50 basis established.

March 4, 1871

J. printed list of mines in southern field - 69 south of Mt. exclusive of 12 in Tamaqua district, 60 in Mahanoy Valley, 9 in Columbia Co., 3 in Dauphin, and 33 in Northumberland.

March 25, 1871

8 J. noted Reading R.R. bought into old North American Coal Co., and Del. Coal Co. (latter part it already had interest in).

March 29, 1871

J. printed letter dated March 29, signed by Wm. Kendrick, E. Borda, and J.K. Sigfried, rep. operators, and offering this compromise to W. B. A.:

The union to abandon attempts to interfere with colliery management and discipline.

The operators to avoid discrimination against W. B. A. members.

Work to resume as soon as possible with wages to be adjusted by a board of six from each side, which should meet in Pottsville not later than April 20,. This board to have power to choose between the offers of each side, or to reject both and substitute a third. If unable to agree, the board should call in an umpire who should have final power.

This board and umpire to be maintained for the settlement of future differences.

Gowen's idea was similar with promise that when work resumed (\$2.50 basis) R.R. rates would be cut. W.B.A. leaders declined.

April 15, 1871

J. printed editorial "A Rule of Ruin". it said W.B.A. kept Sch. miners idle, other regions working, Estimated \$8,000,000 wages lost in Sch. from March 1870 to date. to coal miners and transportation employees.

April 17, 1911

Verbatim---But the big features of that issue was a two-column account of the meeting of the Mining Board of Abbitration, "which met in Mauch Chunk April 17." It was in this account that the new style of the union appeared, that of Miners' and Laborers' Benevolent Association. Delegates to this meeting were:

Operators - 10 operators.

Miners - 9 Miners.

There were a few additions during the sessions, but these were the men who organized by choosing George W. Cole, chairman. The question of choosing an umpire was taken up. Bishop Wood, Governor Geary and John P. Gordon were suggested and rejected, and then on motion of the miners Judge William Elwell, of Bloomsburg, president judge of the 26th judicial district, was selected. He was then in court at Pukhannock and a wire was sent to him at once.

It was decided to choose an alternate in case Judge Elwell could not serve. There were thirty-six names suggested and rejected, "including Benjamin Hannan, and finally Judge G. M. Harding, of Wilkes-Barre, was chosen. He and Elwell both accepted, but of course Judge Harding's services were not needed and Judge Elwell arrived in Mauch Chunk, April 18.

The operators made a detailed proposal embodying these points:

1-That no person or association should prevent any man from working when, where and at what wages he pleased, or prevent any operator from hiring any man who suited him by the use of coercive measures such as:

(a) Refusing to work because men did not pay union dues.

(b) Refusing to work to compel the discharge or employment of any man.

(c) Refusing to work because non-union men were employed.

(d) Attempting to revise or annul contracts accepted by both sides.

(e) The discharge, by any operator, of any man for performing a lawful or properly authorized act as an officer or member of the union.

2- That the Schuylkill basis be \$2.50 at Port Carbon with wages \$9 outside \$10 inside, \$12 for company miners and contract rates 16½ per cent below the \$3 basis, with wages sliding at the usual rate of one per cent for every three-cent fluctuation in coal and with the maximum wages until all regions resume, to be as if coal reached \$3 at Port Carbon.

3- A similar provision for the Lehigh region, with \$5 at Elizabethport as the basis, and with wages \$9 to \$10.50 outside. \$11 to \$12 outside, \$14 for company miners, and contracts out 12½ per cent. The Wyoming region was not in on this conference, though representatives of the big company employes were on hand ready to be heard if wanted.

4-That each region have a permanent joint committee of three from each side to settle grievances, with power to call an umpire when dead-locked.

April 17, 1871 (con't) The union responded by denying any interference with the management of mines, and agreed out of hand "not to interfere in any way with the management of our employers' works" but specifically reserved the right to strike in a body when "the wages offered are inequitable or the conditions imposed deemed grievous." The union engaged to uphold no man dismissed for good cause, but said it would strike if the operators should dismiss men for mere union activity.

A little later in the day James Kealy, for the union offered a proposal in which these high points appeared.

1-Mines to resume on Schuylkill April 25 or as soon as possible, there-after with wages \$12 outside \$13.70 inside and company miners \$16.50 these prices to be paid when a joint committee finds the average of coal at New York City to be \$5.50, and for every three-cent price rise the usual wage increase to be made.

2-Lehigh region to resume same as Schuylkill, on the old scale unchanged.

3-Miners of three Lackawanna companies present, but will not arbitrate wages.

4-Union delegates have no power to set up district arbitration boards, and in any event the Lehigh would hold to old scale, which the operators were willing to pay.

The Lehigh operators vehemently denied this, and the Lehigh delegates of the union withdrew. It looked like a stalemate, but finally the question of interference with collieries was sent to the umpire, and the matter of a wage agreement was withheld. Judge Elwell, who seems to have been one of these old-fashioned judges who could make up his mind without waiting a week, handed down his decision the following day, April 19. The points were:

1-Rights of mine owners are guaranteed by law and should not be interfered with directly or indirectly.

2-It is unlawful for any person or association to interfere by violence, threats or other coercive measures to prevent any person or persons from employing, or being employed, on such terms as may suit them.

3-Men have an inherent right to refuse to work, but any general agreement to quit because a member of the association has not paid dues is contrary to the policy of the law and against the best interests of men and employers?

4-It is contrary to the spirit of the law to strike for the discharge of employment of any particular man.

5-Persons of sound mind and suitable age are allowed by law to enter into contracts, and their contracts to do certain work under certain terms, like all others, should not be altered nor set aside except in a manner laid down by law, nor should outside interferences be tolerated.

6-Combination by operators against members of the association should be dismissed for doing duties assigned to him by the organization.

Even as Judge Elwell was trying to effect peace at Nauch Chunk, the pot boiled over in the Wyoming region and troops had been sent to Scranton.

(100 Yrs. Anth. p.51-col.1to3)

April 22, 1871

Thick black smoke from stacks at Atkins mill--soft coal being used--W.B.A. would not let them work their own anthracite mine.

15 operators from Sch., Northumberland - Columbia met in Phila and framed offer of flat wages regardless of coal prices Eugene Borda, Chairman - \$10-outside, \$11-inside, \$13 Co. miners and contracts 10% off.

April 24, 1871

Ex. Committee meeting of the union for Sch. Co. Operators offer rejected and basis \$2.75 suggested, with wages \$10.10-outside, \$11.01 inside, \$12.85 co. miners, 8 1/2% off with \$2.50 stopping point.

May 6, 1871

Operators respected flat wage scale offer - a few collieries working under the arrangement.

A Scranton men voted to resume work and arbitrate wages.

May 13, 1871

J. issue said rioting Scranton 1 killed, several injured.

May 15, 1871

All mines scheduled to resume. (Wage pd. on dec. of Umpire Elwell).

May 16, 1871

1st meeting of an American Institute of Mining Engineers scheduled for Wilkes-Barre this date.

May 17, 1871

J. printed Elwell's wage award. Basis \$2.75 Pt. Carbon Wages--\$10 outside, \$11 inside, \$13 co. miners, and contracts 10% below 1869 rates. Wages to slide in 3 cent fluctuation in price. downward limit \$2.25.

R.R. rates announced \$193 Pt. Carbon to Pt. Richmond

May 27, 1871

J. editorial "A Revolution in the Coal Trade of This Region" announcement that P.&R.R.R. entered coal business.

J.--"With a heavy investment of capital in transportation facilities, they have found their business entirely successful simply because they had no control over their trade, and the individual operators also found themselves powerless to work the collieries..."

Reading: adopted policy uniting mining and transp. "in order to compete more effectively with the coal companies in the Lackawanna Coal Region, enjoying both mining and transportation privileges...and the troubles which have sprung up for the last 2 yrs in retarding mining operations have tended largely to facilitate this policy."

Landholders, J. con't, "have sold out a very large portion of the best coal property in Schuylkill and Northumberland counties to a Co. composed of heavy ~~stock~~ stockholders of the Reading R.R. and which is under control of said company." Land acquired in Mahanoy "from Mahanoy City leading to Trevorton, except Girard coal lands, which cannot be sold; the White, Jordon and Co's lands, embracing those of the Phila and Mah. Coal Co.; Bear and Patterson lands, Preston Coal Co., Brock's Ashland lands, Big Mt. Improvement Co., Fulton Coal Co., and of the lands of the Trevorton Coal Co."

May 27, 1871 (con't)

Below Broad Mt. R.R. bought "lands of the Manhattan Coal Co., Tremont Coal Co., Phoenix Park P Property, Branchdale property, James Laing tract, Lewis tract near Minersville, Llewellyn tract, Kettle and Wagner tract, Mt. Luffee property, lands of late Del. Coal Co., and also a controlling interest in the lands, etc of North American Coal Co."

No. of operations being worked on lease. Financing of company by means of \$25,000,000 mortgage bond issue, of which nearly \$6,000,000 to pay off existing R.R. mortgages. New mortgage obligation covered all R.R. property and Coal Co. property.

Local officers of the company - David Palmer, general superintendent of lands; Gen. Henry Pleasants and Jos. F. Harris, mining engineers.

During this week - shipments 92,997 and average price coal at P. Carbon \$2.93; wages 6% above basis.

June 17, 1871

Ave. price coal \$2.61 wages 4% below basis. Week shipments 149,046 tons.

June 24, 1871

Week shipments 153,208 tons
Pa. Coal Co. circular showed price inc. \$.41 over previous year.

July 1, 1871

Week shipments 157,612 tons
Scranton coal auctions \$.20 per ton inc. (ave) for June.

July 8, 1871

J. announced Lehigh Valley R.R. doing as Reading-forming coal Co. buying McNeal lands in upper part Mah. basin, and dickering for Delano lands, and obtained controlling interest in Locust Mt. Coal and Iron Co.

Also--Northern Central Railway buying in Shamokin basin These lands later held by Mineral R.R. and Coal Co. and now (1925) property of Susquehanna Collieries Co.

July 15, 1871

J. noted - Pres. Gowen in England. Coal business here moving smoothly, prices firmer.

July 22, 1871

Anth. supply to date for year (whole region) 2,416,985 tons short. Schuylkill 550,000 tons ahead of 1870.

Men at Oliver's mine and the Ryan and Wren mine in Sch. valley on strike, demanding adv. on \$3 basis and car rate of \$1 which was \$.05 higher than on \$3 basis. violation of agreement.

Slate pickers strike - dec. in July wages (S. E. Griscom Co. mine)

In this issue - correction of Lehigh Valley report. John White, Pres. McNeal C. & I. Co. said he had bought McNeal lands himself - not in interest of Lehigh Valley or any other R.R.

- August 5, 1871 Men working at Oliver's and also Ryan and Tren's but strike at John Anderson and Co. near Ashland.
- August 26, 1871 Dry spell affected canal trade and even mine water supply. J. said wages would be 6% below basis.
- Sept. 2, 1871 J. reported freshets had damaged canal and drowned some mines. Scranton coal adv. \$.12 at auction.
- Sept. 9, 1871 J. noted arbitration plans working better than any other means of reaching agreement between operators and workers.
- Sept. 16, 1871 Anth. Board of Trade censured Thos. Coal Co. (Pres. B.B. Thomas) for notifying men that regardless of coal price, they should be paid up to \$2.75 basis, any deficit accumulation in monthly payments to be given at end of year.
Sept. wages 7% below.
- Sept. 23, 1871 J. noted John J. Williams, Ashland elected president of Union in Sch., displacing John Siney.
- Sept. 30, 1871 J. noted - Mah. Valley and Locust Mt. Coal Oper. Asso. dropped Thomas Coal Co. from membership.
- Oct. 7, 1871 J. said operators and union agreed to pay wages as if coal were \$2.75 to hold prices high, unless c.p. went above that, when usual adv. to be paid.
- Nov. 4, 1871 J. - firm which began wage inc. Phila. Coal Co.
- Nov. 11, 1871 J. said "The trade is very much depressed Between 15 and 20 collieries - (rest cutoff) 1872 starts.
- January 6, 1872 Some oper. doubtful about proposed basis plan. Think some collieries unable to work if coal ave. below \$2.50 at P. Carbon.
- January 13, 1872 J. noted Anth Board of Trade and Miners and Laborers Benevolent Asso. had agreed that wages for day labor inc. miners pd. by week. should be paid on \$2.75 basis (minimum) and contract work on basis of \$2.75 to \$2.50, except for 2 mos. between April and December.
- January 20, 1872 J. said "the prospects for a profitable business in 1872 are not so flattering as we would desire." mine capacity in excess of demand.
- January 27, 1872 J. printed some coal statistics for 1871:
109 operators working 129 mines in Sch. and Columbia Co's.
Mortality tables prepared by 3 mine insp. in Schuylkill, Columbia, Dauphin and Northumberland.
Sch.--101 killed, 339 injured; 57 widows, 162 orphans.
Columbia - 2 killed; 2 injured; no widows or orphans.
Dauphin - 6 killed, 14 injured; 1 widow; 6 orphans.
In 1871 20 deaths per 1,000,000 tons coal.

- January 27, 1872 (con't) J. noted Pa. Coal Co. circular for Feb. quoted coal \$4 to \$4.50 per ton on board vessels at Weehawken, Sch. could be only \$3.50 at P. Richmond to compete with N.Y.
- Feb. 3, 1872 J. printed prop. acquired todate by P.R.C.&I. Mahanoy Basin - All land except Delano lands (purchased by Lehigh and Susq. R.R.); Girard lands; and those owned by J. Gilbert and others; Cuyler and Co.; New Boston Coal Co.; and Catawissa R.R. Co.
On the Sch. lands there were about 75 collieries, and 25 more in Columbia and Northumberland.
List acc'ted for 54,156 acres - total holdings - 70,000 acres.
Scranton coal auctions ave. decline \$.38.
- Feb. 10, 1872 J. gave ac't and diagram of 2 shafts being sunk by Gen. Pleasants, just north of Pottsville. Pleasants intended to use "a new and novel mode of sinking" which would cut time from 5 yrs to 2 yrs if depth 1400 to 1500 ft. reducing cost 1/3.
- Feb. 15, 1872 About this date Pa. Coal Co. issued March circular prices dec. \$.20.
- March 2, 1872 J. published 1871 coal statistics.
Total shipments 14,965,501
local sales and colliery consumption est. at 2,720,000 tons
- | | |
|---------------|-----------|
| Schuylkill | 5,124,780 |
| Lehigh | 2,249,356 |
| Wyoming | 6,481,171 |
| Shamokin | 628,866 |
| Lykens Valley | 481,328 |
- March 16, 1872 Cold weather boosted trade prices low.
- March 23, 1872 Heavy frosts postponed canal opening.
- April 13, 1872 Shipments heavy, prices low.
Total shipments to date 3,000,000 tons ahead 1871
Sch. shipments 415,000 tons ahead. April ave. coal price less than \$2.15.
- April 27, 1872 J. said auctions Scranton coal ave. dec \$.11
Week shipments 113,765 tons.
- May 4, 1872 J. said vessels scarce at Phila. freights high
business here held back.
- May 18, 1872 Ave. price coal only \$2.01
Wages at minimum this month.
- June 1, 1872 J. noted workmen organizing to carry 8 hr system into effect.
- June 8, 1872 Mah. Record - more than 1/3 collieries around Mahanoy City idle and others likely to stop.

- July 13, 1872 J. said committees of Anth. Board of Trade and W. B. A. report ave. price coal \$1.99 per ton for June.
- August 10, 1872 Week shipments 107,598 tons (143,677 prev. year)
- August 17, 1872 Ave. coal price \$1.92
Scranton coal auct. dec. \$.07.
- August 31, 1872 J. report on meeting of operators from Sch. and Northumberland (meeting Aug. 27)
Main points in their program:
That a minimum coal price should be established on each side by a committee of the Anth. Board of Trade which was to meet monthly after the day of the coal auction, such prices to apply to all line and city trade for the month ensuing.
That when coal was shipped on order and refused by consignee, no coal should be sold to the offending party until all losses in transfer and reselling had been made good.
That all bills should be made payable on the 10th of the month following shipment, with 10 days grace before penalty, but that interest should be charged on all coal sold on time, and all rebates and commissions forbidden.
That no coal should be sold other than at shipping point on Reading R.R. or canal, and no contracts made for future delivery except at the stated monthly prices.
For any violations of these rules, the consenting operators bound themselves under a penalty of \$1 for each ton involved, the amt. to be recoverable at law for the benefit of Anth. Board of Trade.
52 operators signed agreement.
- March 15, (1872 or 1873) Cold weather and snow holding back trade.
Shipments good.
- March 22, (1872 or 1873) J. said coal shipment would be heavier if transportation available.
Prices ave. more than \$5. on board at N.Y.
Ave. at Pt. Carbon fraction over \$2.62.
- March 27, (1872 or 1873) J. contained 2 columns just of B.B. Thomas, pres. of Thomas Coal Co., whom J. had accused of breaking wage agreement in 1871. The paper had said Thos. 'dropped by oper. asso. The letter from him termed the J.'s remarks, now nearly two years old "vile slanders" and was so long that a col. and $\frac{1}{2}$ were in March 28, issue.
Shipments ahead of preceding year.
- April 4, 1873 ? High water impeded canal traffic flooded app. 20 mines.
- April 18, 1873 ? Week shipments 103,037
- April 25, 1873 Flooded mines back at work (about 14 of P.R.C&I)
Shipments wk. 114,290 tons.

May 2, 1873 ?

Week shipments 113,628 tons.

May 9, 1873

Report Reading R.R. intended to build 40
or 50 steam colliers, iron, for Richmond trade.
Ave. coal price for May at P. Carbon \$2.51.

June, 1873

Coal advanced in price. --Vessels scarce
Sch. about 11,000 ahead previous year.

June 27, 1873 ?

Scranton auction adv. \$.15.

June 1873 ?

Note-- The original Miners Journal was a weekly
paper which was printed, on one side, on Thursday. The
second side was printed late on Friday and the sheet was
issued on Saturday, bearing a Saturday date.

When the daily issue was established, it was put
out only 5 days a week. The sixth day was the regular
old Saturday issue, containing the weekly summary of the
coal trade. The Saturday issue was the Miners Journal in
a very special sense.

When young Col. Ramsey became the sole owner of the
sheet he established a new venture. He issued the
regular daily for 6 days a week and once a week got out
a separate issue which contained the coal news. This
weekly issue was dated Friday instead of Saturday, as
under the original Bannan scheme. Further references
to the J, unless otherwise indicated will be to these
Friday issues.

July 4, 1873 ?

Shipments 121,649 tons.

July 11, 1873 ?

Shipments 73,106 tons (trade pretty slack)

July 18, 1873 ?

Business dull. J. warned buyers that coal price
adv. \$.10 Aug. 1 and each month to Nov.

July 25 1873 ?

J. reported shipments 115,398 tons but Sch. still
18,064 tons behind 1873.

August 29, 1873 ?

118,257 tons shipped.

Total inc. to this date for 1873 304,432 tons, of
which Sch. supplied 37,570 tons inc.

Wage dispute at Bear Ridge mine (idle 3 months)
Arbitrated John D. Brennan Ump.

Compared wages with other collieries.

Dec. published Wages--

West gangway, single shift \$15 per week.

" " double " 16 " "

East " single " 15.25 per week

" " double " 16.25 per week.

All chutes, \$7.05 per yd.

All manways and slants, \$3.70 a yd.

All breasters \$9.50 a yd.

West side monkey \$4.80 a yd.

East " " 4.60 " "

All manways in pillars \$3.70 a yd.

(INSERT AUGUST 17 and AUGUST 8 1873 before August 22 on page 31.)

August 1, 1873 ? Week shipments 112,196 tons.
Ave. price for August \$2.60 (a little over)

August 8, 1873 ? 11,171 tons sent down.
Sch. 12,000 tons ahead previous year.

September 5, 1873 123,377 tons weeks shipment.

September, 1873 Ave. coal price at \$2.61 (a little under)

September 26, 1873 J. reported 118,137 tons for the week. (Several holidays.)

October 10, 1873 Panic--Scarcity of ready cash. Otherwise coal trade not affected.
Coal average \$2.62 mo.

October 31, 1873 Week shipments 92,830 tons.
Reading advanced coal price Lorberry 15¢ North Franklin 10¢.

November 7, 1873 Week shipments 115,426 tons.
Coal piling up at P. Richmond Several mines suspended.

November 21, Week shipments 110,212 tons.
Prices in general had stiffened, and wages were five per cent above.

November 28, 1873 Week shipments 117,483 tons.
No suspension of collieries during week in this region. Penna. Coal Company cut all sizes for Dec. While the rest of the Co.'s stuck to Nov. rates.

December 5, 1873 Week shipments 135,857 tons
Industrial unrest on the Railroads and in the Mines.
Railroaders in Mahanoy Valley went out, wages been reduced - Started season at \$1.85 advanced to \$2 Then a ten per cent cut making the wage \$1.80 They were willing to work for \$1.85.
Time cut ordered in Mine - Trouble over proposed schedule of three-quarter days.
At the Preston mines and at the Tunnel colliery near Ashland, at the Turkey Run mine of Haas and Breneiser and at one mine of the Phila. Coal Co., the men refused to work. The Tunnel men soon agreed to return but the Reading ordered the mines out at Preston.

December 12, 1873 Preston men had acceded to short time. - Coal output in general had been reduced by the strike of railroaders in Mahanoy and in the Lehigh region.
Being near the end of the year - Wage scale again

December 11, 1873 (con't) came up - the miners and Laborers B. A. wanted to continue the 1873 basis - Coal averaged a little over \$2.74 for Dec. and wages were eight per cent above.

December 27, 1873 Reading suspended all its mines for the remainder of the year. Operators were called to meet in Lyceum Hall at Pottsville to consider the basis. Some thought the basis should be continued with a 10% cut in contract rates - Others said should be reductions of 15% on contracts and 10% on day wages.

January 2, 1874 Reading had resumed at five or six mines to fill its own fuel requirements and to supply retail yards in Phila. It also said that representatives of the operators and the union had met in Phila. on Tuesday Dec. 30. Gowen was at this meeting of the 1873 scale - saying the price of coal should be determined by the Reading circular instead of using the returns of 5 mines picked by lot. But operators not in the Reading pool objected to this as tending to force them into it. Meeting adjourned to meet in Pottsville Jan. 8.

January 9, 1874 The Journal of Jan. 9 reported this meeting Gowen submitted a proposal to both sides which the operator adopted as their own. It kept the scale as in 1873 save that it permitted sliding down to a minimum of \$2.25. Gowen's letter said that he thought the slump in manufacturing and the aftermath of the panic of 1873, was likely to hurt the coal business. And under such conditions the men could not expect to maintain wages. He also said that the new policy inaugurated by the Reading had helped men, operators and the region in general.

January 17, 1874 Siney took the position that his committee was not authorized to accept or reject this proposal. Referred it to separate branches for action January 17 The Journal said that as far as it learned no branch had accepted while some voted for a higher basis than in 1873.

January 23, 1874 ? The operators met again in Pottsville - Siney in a letter of Jan. 17 notified their Chairman G. W. Cole that the Union had abandoned the Reading circular as determining average prices but stood firmly for the old basis --The Union also authorized all members to return to work for any operators paying the 1873 scale It voted to send Siney into other regions to revive interest in a general union.

January 24, 1874 Projection of the Gowen proposal had been almost unanimous. Most men quit work instead of waiting for the time limit of January 17. They agreed to the old method of determining average prices, but stood firmly on the old wage basis. For Jan. the average coal price was almost \$2.71 making Jan. wages 7% above the basis. The Reading, which had 32 mines was working 7 and the others were undergoing improvements.

January 24, 1874 (con't) Men decided to walk out Gowen said it a violation of the agreement - He ordered all mines suspended - halting all improvements and dead work.

January 30, 1874

J. said that on Jan. 23 the operators and the union had agreed on a basis of \$2.50 per ton at P. Carbon as a minimum. Wages were to be \$10 outside \$11 inside and 13 for miners by the day with contract rates as in 1873. J. also said that Asso. Companies agreed upon following program: Prices to open 15¢ above March 1873, and to advance 5¢ April, May, June, and 15¢ July to Nov. incl. making a total of 90¢ or an average of 45¢ advance on coal for the season.

February 12, 1874

Organization of the Lehigh and Wilkes-Barre Coal Co. had been perfected. The J. of Feb. 13, noted that it had issued a circular in which it now controlled the mines hitherto operated by the Lehigh Coal and Navigation Co., the Wilkes-Barre Coal and Iron Co. and the Honey Brook Coal Co.

Official program of the Asso. Coal Companies, embodying an agreement to divide the trade at competitive points. This device enabled Gowen to put Sch. coal into N.Y. tidewater under conditions assuring a reasonable return.

The amount to be divided at competitive points was fixed at 10,000,000 tons to be allotted in these proportions: Phila. and Reading 25.85 per cent; Lehigh Valley 15.98 per cent; Central Railroad of N.J. 16.15 per cent; Delaware and Hudson 18.37 per cent D.L. and W. Company 13.80 per cent; Penna. Coal Co. 9.85 per cent. A committee of 6 was to meet monthly to determine prices it was agreed to open prices in March 15¢ above 1873 to advance 5 ¢ in April, 10¢ in May and June and 15¢ July to Nov. inclusive.

February 20, 1874

The Feb. average for coal was almost \$2.76 which put wages 9% above the basis. The Reading circular showed an advance of about 21 cents over 1873.

March 13, 1874

Trade was very quiet -- Individuals were still selling out to the Reading and the Nutting, Lewis and Co. had been reported as selling within a few days. A Mr. Bradford and a Mr. Plumb invented jigs, for cleaning coal. The Plumb jig proved more efficient It appears from this that the Lehigh Coal and Navigation Co. must go the credit for pioneering in briquetting and in the jig method of cleaning coal.

March 20, 1874

Business was dull and by March 20, Sch. Co. was 52,000 tons behind 1873. The issue of March 27, said that the committee of the Asso. Coal Co's. through Chairman Thomas Dickson had recommended that the April advance should not exceed 5¢ and the shipments of coal to competitive points be cut 15%.

March 20, 1874 (cont)

The J. of March 20 contained an interesting story. On March 10, 1873, Gowen issued a circular letter on the subject of coal preparation, he offered a cash bonus for the best prepared coal during the year, whose product was sold by the Reading. The leading colliery was to get a bonus of ten cents a ton on the total yearly output and second best five cents a ton. Of the total, the slate-pickers were to get anywhere from one-third to one half according to operating conditions.

The J. of March 20, published the awards. Phoenix Park was the winner rec. \$751.12 prize - Output had been only 7512 tons --It was ruled that the real contest should be between two collieries with larger tonnage. So Otto colliery got the award of ten cents a ton which ran into the amount of \$6988.90 The East Colliery was next and drew \$3337.85.

March 27, 1874

Were 72 operators working 112 mines in Sch. and Columbia Counties in 1873. The Reading was credited with 34 mines, shipping almost 1,500,000 tons. Reading owned 92,277 acres of land which included 10,370 in Northumberland Co. and had controlling interest in 11,940 acres additional. In Sch., Northumberland, and Columbia counties there were only 33 mines worked on land which did not belong to the Reading Lehigh Valley or Penna. Railroad interests. Green Land Co. which held title to all the Lehigh Valley Railroad's coal interests. The J. said its holdings were 13,500 acres containing 22 collieries. later this figure was corrected by the addition of 3800 acres of Trevorton lands.

In Sch., Dauphin, Northumberland and Columbia Counties there were 160 mines worked during the year 1873 aside from 14 which had been abandoned.

March 27, 1874

Total shipments in 1873 were 19,585,178 tons divided as follows:

Schuylkill	5,209,156
Lehigh	3,243,168
Wyoming	10,047,241
Shamokin	635,383
Lykens Valley	449,915

Detailed statistics for 1872 were omitted - they are inserted here for the purpose of comparison.

Total shipments	18,962,265
Schuylkill	5,106,451
Lehigh	3,610,674
Wyoming	9,194,808
Shamokin	569,689
Lykens Valley	450,328

April 3, 1874

The J. said that General Pleasants was not the originator of the new method of blasting. Shelly and a man named Bullock who had been superintendent for the Penna. Diamond Drill Co. had devised this method and the patent was the property of the Drill Co.

April 10, 1874

Coal shipments were only fair, being 111,131 tons and 107,531 for the week ending April 17.

April 17, 1874

Prices did not hold up either for the April average as printed April 17, was only \$2.38 which put wages on the basis of \$2.50.

April 24, 1874

Printed announcement from Gowen abolishing the office of Mine Superintendent as of May 1, 1874. The duties being taken over by the chief engineer.

May 22, 1874

The J. reported shipments of only 106,541 tons but the Co's stuck to their agreement and advanced ten cents for June.

June 5, 1874

Shipments were 117,112 tons - this region was 600 tons behind preceding year. This issue contained the reprint of the act to establish a Miners Hospital in this county the State having set aside \$15,000 payable when an equal amount was raised within the county.

June 19, 1874

A reduction of 20% in shipments to competitive points had been ordered and had been apportioned among all the collieries here, both of those of the Reading and of individuals.

June 26, 1874

Prices had been advanced 15¢ a ton as of July 1, chestnut coal advanced only 10¢. Further directed that the July quota of coal to competitive points be reduced 50% to prevent accumulation at shipping parts.

July, 1874

Circular of the Phila. and Reading Coal and Iron Co. for hard white ash free burning white ash and Alaska red ash, on board vessels at P. Richmond, per ton of 2240 pounds: Lump, \$4.45; steamboat \$4.55; broken \$4.65; egg, \$4.80; stove, \$5.30, chestnut \$3.85.

July 3, 1874

Shipments stopped for 2 weeks at least. This suspension was really effective may be gathered from the fact that the tonnage report in the J. of July 17, was 311 by rail and 4409 for canal while a week later the report was 1524 tons by rail and 86 by canal.

July 24, 1874

Sch. had decreased shipments about 48,000 tons the region as a whole showed a decrease of 357,000 tons.

August 11, 1874

J. said weekly total was 104,037 tons Reading had suspended all but four mines.

August 28, 1874

J. had only 40,591 tons to report adding that the companies advanced 15¢ for Sept. according to schedule.

September 4, 1874

J. reported shipments of only 1982 tons but with the opening of that month business really was better. Mines were considering the 1875 scale and it advised sticking to the 1874 arrangement.

September 18, 1874

The collieries in general were at work save for a few who had to suspend for lack of water. Wages for the month were 5% above the basis.

October 23, 1874

The J. reported shipments of 152,711 tons. Co's would add their last 15% increase Oct. 1st.

October 30, 1874

In spite of heavy shipments October wages were only 3 % above the basis. The J. reported tonnages 159,532 tons. Total Schuylkill shipments for October were given as 902,000 tons or 123,000 above the highest preceding month.

November 13, 1874

Companies decided to cut Nov. shipments 25%. Nov. wages were 9% above the basis.

November 27, 1874

J. said Reading had suspended 21 collieries and notified owners of the 32 mines in the Reading selling pool to send no more coal to F. Richmond as the wharves were blocked. Household coal delivered was bringing \$4.50 to \$4.75 in Pottsville which the J. said was the highest in Benjamin Bannan's experience in this town.

December 25, 1874

The J. said: A larger no. of collieries are suspended in this region than there were at this time last year." On the whole, the J. thought that coal prices for 1875 would be reduced. This was the thought of the large producing and carrying interests. They said that prices and freight should be cut in 1875 to meet the general decline in commodities. Also contemplated a lower wage scale --Then arose the distressing conditions of 1875. An attempt to tying up the Reading Railroad by a strike. (The whole situation in 1875 have a strong resemblance to what was precipitated by the Knights of Labor in the winter of 1887-1888. *MISTAKE in reference in original paper.*)

December 31, 1874

The Executive Committee of the Sch. Coal Exchange had adopted the following scale:
First class outside labor \$1.50 a day.
Second class outside labor \$1.35 a day.
All other outside 10% reduction.
All outside wages to be specific, that is, to remain fixed regardless of any basis or fluctuation in coal prices.

Inside Labor 10% reduction, contract rates, 20% reduction; all inside work on the \$2.50 basis none but white ash mines to be drawn to determine average prices; 1% to be added or subtracted for each three

December 31, 1874 (con't) cent fluctuation in coal prices, with no minimum nor maximum. The miners rejected this and even at this late date the proposal does look extreme. It would have made the highest outside wage \$9 a week and on the basis it would have made inside labor \$9.90, miners by the day \$11.70 and it would have reduced average contract wages to about \$65 a mo. Under this plan if coal had gone down to \$2.25 the wages of an inside laborer would have been only \$9.11, against \$9 for outside.

We have no hesitation in saying that these wages are too low for mining." said the the J. also said that Gowen had no part in this proposal - The plan was really the work of individual operators. All mines in Sch. were suspended save a few which supplied local needs exclusively.

January 1, 1875

John Siney who no longer headed the union in this County but was head of an organization intended to unite the mine workers of the whole country. He did not like the strike talk when the year opened.

The leader of the Miners and Laborers Benevolent Asso. in Schuylkill in the troubles of 1875 was John F. Welsh. The J. did not like him and Bannan who was still writing the coal reports was very harsh in his strictures. One of his sons is today a prominent member of the Northumberland County bar.

January 8, 1875

General notice dated Jan. 1st had been sent out by General Pleasants Chief engineer and mining superintendent for the Reading. Any fatality during the year in the Reading mines a payment of \$100 funeral expenses with an allowance of \$3 a week to the widow and a \$1 a week for each child under 12 to run for a year.

The modern idea of compensation was originated so far as the anth. industry goes here in Sch. by the Reading. The Reading Railroad opened the year with a sharp retrenchment scheme. All salaries were cut 10% save those \$450 a year or less which were to be cut from 5% to 10% as conditions warranted. All daily and hourly rates were to be cut 5% to 7%.

January 15, 1875

The two Navigation shafts as they were called which Gen. Pleasants was sinking at East Mines. Pleasants expected to strike the Mammoth at 1500 feet. He got down 1100 feet and didn't have much to show but a hole in the ground he decided to drill. An additional depth of 849 feet was tested. The Big Tracy was found 167 feet below the place where according to theory it showed have been. The Big Orchard was found in turn. About 125 feet additional disclosed another vein and the core showed that this too was the Big Orchard. At 1558 feet the Primrose was found and at 1909 feet the seven-foot was pierced.

General Pleasants gave up his original idea. His new scheme was to make two separate collieries of the two shafts. One to be red ash and one white ash.

Bannan was dying, but he said the Union under Welsh and C. Johnson was hoping to get the Wyoming men out

January 15, 1875 (con't) Wyoming men were joining Siney's national organization which was opposed to strike while Sch. was holding aloof from that baby.

March 5, 1875

J. said Reading had cut freight rates 25¢ a ton. Associated Coal companies also cut coal 25¢ below the prices of March, 1874 and listed advances of 5¢ in April, 10¢ in May and June and then 15¢ monthly to and including October. But the men remained out and Wyoming were pretty well at work.

Samuel Harries Daddow died in St. Clair, March 23, 1875. 48 years of age.

Great deal of strike confusion in Ashland, Gordon, and other towns along the Reading line. Railroad Asso as the M & W Benevolent Asso draw some lines as the Miners union.

Trade along the river was turning to soft coal.

April 2, 1875

Extract from Reading Eagle noted---"curious fuel known as coke was being used in place of anthracite at Alburtis furnace."

April 16, 1875

Men in Lackawanna district voted four to one against going out - - Shipment figures for 1874. Total production of anthracite given as 21,752,888 of which 3,215,000 were local sales and colliery fuel leaving 18,537,888 tons as total supply shipped to market. Details being:

Schuylkill	4,942,035
Lehigh	3,237,993
Wyoming	9,335,702
Shamokin	581,377
Lykens Valley	441,681

John F. Welsh issued circular test union feeling:
1.--Demand for the \$2.50 basis be withdrawn.
2.--Return to any mine paying 1874 scale. But no coal to be shipped from P & R mines until Sch. Coal Exchange and union made a final agreement. Pet object of the railroad union was to make it unpleasant for the Reading.

April 23, 1875

Meeting of the union executive committee in Pottsville. April 22, proposals in the April 16, circular were rejected by 32 men out of 37 delegates.

May 7, 1875

J. said the total decrease in anthracite shipments for the year had been 1,684,314 tons to-date. Half of the loss being in Sch. Ample supply of anth. everywhere but in the Sch. and Lehigh Valleys. This was probably true owing to prostration in business and industry.

In what was termed the Sch. region there were about 70 individual operators while the Reading had 43 or 44 already to work in 1875. Without the help of the Reading and the Anth. Companies, the J. said they would not be able to maintain fair prices for one week, after resuing. The Asso. Companies the J. maintained were of more benefit to the mines than the W.B.A. had been, and is now.

May 14, 1875

(JAMES KEHOE AND
PAT HESTER IN THE
SOUTHBOUND TRAIN.)

There was grave trouble in the region. Efforts were made to burn down whole towns, in the case of Shamokin the efforts were repeated frequently. There were riots, murder and sudden death. Part of this was due to unrest which might have been expected in a coal and railroad strike, but a larger part was due it seems to Mollie Maguire outrages.

The J. every once in a while made reference to the Mollies the activities or escapades of Jack Kehoe and Pat Hester. Incidentally the J. of May 14, made reference to an incendiary attempt rite near Pat Hester's home at Locust Gap Junction. The timber supports of the railroad trestle there had been split and ignited, with the obvious object of ~~wrecking~~ wrecking the Southbound train from Shamokin, and the Enterprise breaker, about two miles west of Hester's place was destroyed by an incendiary.

May 21, 1875

Reading was accused of oppressing the public in Phila. what it really did was to keep prices there down to about \$6 a ton. "Here is a Company, said the J. that saved the region from utter ruin and bankruptcy, have spent millions of dollars in putting idle and dilapidated collieries into working condition. As stated before not a tract of coal land was sold for 30 years prior to the sale to the Phila. and Reading Coal and Iron Co. No capitalist ever entered into the coal mining business in Schuylkill County. But few persons engaged in the business ever succeeded except several miners who got good collieries with coal above the water level. In the old days a colliery operator rarely owned the land, his tenure being under a leasehold. So when collieries were sold as many were it was merely a transfer of the improvements and leaseholds.

In some instances leases were renewed, and there are individual mines like the Enterprise still operating on Reading land.

Owing to the shutdown, Sch. region was about a million tons behind the 1874 record. Union offered a compromise with Labor as in 1874 --all contract work to be abolished - Mines to work on a flat wage of \$15 a week - 8 hrs. a day. Offer confirmed by letter May 19, (Welsh).

May 28, 1875

Henry Guiterman Pres. of Sch. Coal Exchange rejected above proposition said abolition of contract work was impossible, said under operators original offer --a good miner could make \$20 or 30 a week.

Gang of strikers from Hazleton descended into Mahanoy Valley to make trouble. Men had begun to break away from the Union and resume work, and this organized intimidation was the check the secession movement.

June 4, 1875

About 500 gangsters had made a descent on the West Shenandoah colliery, but old Marshall Heisler was there ahead of them, with 25 armed men and the mob was afraid to attack the veteran.

The ire of the strikers was aroused by the magnitude of the drift away from the union. The J. said the men had returned to these mines: Lentz & Bowman; Primrose, Phillips and Co; Jones, Wood and Oliver; West Shenandoah; Bear Ridge No 2; West Mahanoy; Miller, Hoch and Co; Alaska; West Lehigh; Lincoln; Kalmia; West End; North Franklin No. 1 & 2; East Franklin; North Mahanoy and Elmwood.

The mob coming from Hazleton, halted work at Lentz and Bowman's; Jones, Wood and Olivers; Phillips and Co; Primrose, Elmwood and North Mahanoy. Sheriff Werner came over from Shenandoah with a posse which came into gunplay with the mob, result some injured on both sides. Word was sent to Governor Hartranft he supplied troops from the 7th and 8th regiments.

The Pottsville Light Infantry and Gowan Guards were sent up from here and at Shenandoah, toward the mob then turned Col. Caldwell of Shen. commanding the 7th Regiment was stationed with a force Caldwell was a veteran of the Civil War, and most of his men were survivors of that conflict. No trouble in Shen. while they were there. While tropp was centered in Mahanoy City a mob burned William Schwenk's Colliery near Mt. Carmel.

June 11, 1875

J. said Reading had 9 mines at work and Roads and Co. of Shen. resumed. The union miners of Northumberland Co. decided to accept a 10% cut on contract and 5% on labor basis and percentages to be as in 1874.

The tie up in Sch. was not complete the Sch. region was shipping between 20,000 and 30,000 tons a week. However the Miners and Laborers Benevolent Asso. saw that the day was lost a letter dated June 14, 1875 and signed by Pres. John F. Welsh declaring the strike at an end advising the men to accept conditions as they found them "under protest" each branch making the best terms it could. J. said the strike may be now considered ended."

Reading had 23 mines at work. Mines of the Lehigh and Wilkes-Barre coal Co. had gone back to work Result of troubles Sch. behind about 1,400,000 tons in shipments Lehigh region 1,500,000 tons behind.

June 25, 1875

J. said July prices of the Co's were about the same as in the preceding July.

Consumers had suffered from the strike.

July 2, 1875

J. said Pardee's men went back to Hazleton, Welsh said he would not be a candidate for re-election as Pres. of the Union.

Schuylkill shipment for week 93,794 tons.

July 9, 1875

Shipment Report total of 143,048 tons.
M. & B. A. arranging for convention in St. Clair
on August 2nd when the constitution should be revised.
Policeman Ben Yost murder at Tamaqua by the Mollies.

July 16, 1875

Petty strikes caused principally by breaker boys
at the Wadesville, Johns and Tunnel collieries.

July 23, 1875

Gowen made speech before legislature selling
committee in his address he included some information
bearing on the reasons why the Reading had created the
selling pool and why it had gone into the retail markets
in Phila. He showed a long list of figures that a
long list of wholesalers had sold, or at least collected
for more coal than they had bought or at least more than
they had paid for.

It was quite obvious that these rascals did not
want the Reading to enter the retail business.

Shipments reported in J. were 154,636 tons.

August 6, 1875

J. shipments risen to 167,631 tons also in that
issue Benjamin Bannan died July 31, 1875. Gowen speech
gave detailed list of 99 instances of violence running
from minor interferences with transportation lines up to
arson and murder between Dec. 13, 1874 and July 15, 1875
Same issue that contained speech was a notice that Bear
Ridge breaker burnt down and slope ignited.

Murder and rapine, torch and pistol were
celebrating a devils holiday in Sch. Co. Molly Maguire's
were carrying it with a high hand they were sitting on
top of a volcano. (Mollie's were)

August 13, 1875

J. reported 149,072 tons and shipments kept running
between 145,000 and 160,000 tons until end of Nov.
Business steady but dull due to slackness in iron trade.

August 20, 1875

Average price \$2.56 wages were 2% above basis.
About 50 boats were still in use on canal 40 or 50 going
down daily. Old canal was title "Dripping Pan" - It
didn't contain much more water than same. (at some times)

J. recounted 3 murders north of the Mt. on the
nite of August 14, 1875. Squire Thomas Gwyther, Girardville
Gamer James, Shenandoah
Bully Bill, Thomas and
James.

Dugan engaged in pistol encounter, Thomas shot
in cheek and innocent bystander killed - Both put in Jail.

August 27, 1875

J. said that the Reading made proposal to iron
furnaces. Reading would supply them with coal, limestone
and ore, furnaces would convert into iron Reading would
buy at a figure, reasonable profit to ironmasters regard
of market conditions.



September 3, 1875

J. said Foreman Thomas Sanger and William Uren a miner had been murdered openly by 3 men at S. M. Heaton's mine at Raven Run. Heaton posted an offer of \$1000 reward.

September 10, 1875

J. recounted the murder of John P. Jones - foreman at breakers L. C. & N. Co. - Michael J. Doyle and Ed. Kelly were arrested as the murders and James Kerrigan as an accomplice. All were sent to Jail at Mauch Chunk.

September 30, 1875

Co's agreed to advance 10¢ for Oct. Average price at F. Carbon been a little more than \$2.57 and Sept. wages were 2% above basis. This region despite strike was only 400,000 tons behind preceding year, opening of Oct.

October 8, 1875

John Siney arrested for being involved in difficulties between strikers and strike breakers. Siney acquitted his accomplice Xingo Parks convicted. Incendiaries tried to destroy the Brookside breaker of the Reading and Graeber and Kemple's mine at Locust Gap and set fire to the slope also. Week later destruction of mine sawmill at Wm. Penn under suspicious circumstances.

October wages 2% above basis.

October 30, 1875

J. said Reading had arranged to ship 600 or 700 tons of ore weekly from its mines to furnaces which had agreed to its iron proposition. Did not help business very much.

December 10, 1875

J. said Meeting on Dec. 7, Coal Exchange had agreed on a suspension from Dec. 18 to Jan. 17, 1876. Lots of coal in storage piles at P. Richmond 176,000 tons. J. said suspension of work until navigation opened in the spring.

December 24, 1875

Year of unrest and violence -- Close coal news statement that incendiaries had destroyed Palmer Vein colliery of the New Phila. Coal Mining Co.

January 21, 1876

Coal Exchange passed resolution to continue 1875 wage scale. Coal was almost \$2.53 and wages for January 1% above.

Doyle put to trial again and convicted in first degree., traditional name of "Kerrigan the squealer" result fatal to both Doyle and Kelly.

James Duffy, James Carroll, Hugh McGeehan, James Boyle, James Roarty arrested for the murder of Policeman Ben Yost in Tamaqua and locked up there. Alexander Campbell as accessory in Jones murder locked up in Mauch Chunk.

John P. Welsh asked that M & L B. A. be revived or given up or else enter National Union - No interest could be awakened.

Yost murders in jail here entered habeas corpus proceedings Kerrigan had private hearing.

February 18, 1876

J. said Charles McAllister and James Munley arrested for Sanger-Uren murders.

February 25, 1876

J. said Doyle sentenced to death by Judge Dreher in Mauch Chunk. The local court had rejected pleas of McAllister and Munley.

The division of competitive tonnage was to: Reading 25.57% D & H 18.18; Jersey Central, 15.98; Lehigh Valley 15.80; Lackawanna, 13.65; Penna. Coal Co. 10.82. Gowen's idea of giving Sch. a chance to compete in N.Y. that f.o.b prices N.Y. should be 35¢ above f.o.b. prices at Phila. with the Reading having the privilege of making chestnut coal at Phila. 70¢ below the N.Y. price.

March prices f.o.b. N.Y. were set thus :Lump \$4.40 steamboat \$4.50; grate \$4.60; egg \$4.70; stove \$5.30; chestnut \$4.50.

March 3, 1876

J. said Sch. Coal Exchange decided to extend suspension until April 3. Chief Engineer Pleasants of the Reading due to dullness in coal trade, coal was to be free of impurities -persistence in loading them would lead to suspension and then dismissal.

March 10, 1876

February wages were 2% above. Rate to Richmond being \$1.95. March wages 2% below basis. Kerrigan loomed up an important figure of the unfolding drama.

April 21, 1876

Col. James J. Connor died April 21, (His death was published in the issue of April 21, 1876.) Very active in organizing Mahanoy and Broad Mt. Railroad and shipped the first car of coal over that route.

May 5, 1876

J. said April wage 1% below.

May 12, 1876

J. said Market was over-stocked the outlook for the summer very bad - Two weeks later outlook improved.

Yost murders put on trial here. Everyone expected a lot from Kerrigan. But a surprise was in store for everyone James McParlan for 3 years had associated with Mollies as a member under the name of McKenna he was a detective by profession assigned to job by Allen Pinkerton at the instance of Franklin B. Gowen Coal and Iron Police paid by the Reading had been also active.

Old Marshall Joseph Heisler who was doing coal and iron duty was a host in himself. Cap. Alderson and Cap. Bob Linden were all on duty in this region. Their men sprung the trap as soon as McParlan showed his hand. Jack Kehoe, Muff Lawlor and others were gathered north of the Mt. John Gibbons and Dennis F. Canning were also caught charges running from murder down. Yost case running full steam.

May 19, 1876

J. had Kerrigans testimony and 7 more were arrested.

May 28, 1876

Mike Kehoe picked up for murder in Carbon Co. in 1862.

May 31, 1876

Ten months after Bannan had died Ramsey editor of the J. then died May 31, 1876.

Aside from figures the Journal was no longer an anthracite authority it was merely a newspaper of age and standing, published in the anth. country.

Yost murders almost on gallows when J. for died.

June 9, 1876

J. said announcement by Gowen that during June and July there would be absolute suspension of anth. production every second week to apply throughout the region.

June 18, 1876

Suspension worked effectively after one week of same J. reported only 6,060 tons shipped all by canal. Following week figure was 113,254 tons and so on.

June 20, 1876

Thomas Munley on trial here for the murder of Sanger, while Campbell went on trial at Mauch Chunk for complicity in the murder of Jones. Kerrigan and McParlan were on hand in the Campbell case.

July 14, 1876

J. said Munley had been found guilty in the first degree.

A number of people who were testifying in the trials were arrested on perjury charges.

July 28, 1876

J. said Muff Lawlor had weakened under the strain and squealed without making conditions. J. also recorded that Carroll, Boyle, Roarty and McGeehan had been found guilty of the murder of Ben Yost.

Muff Lawlor was third in Sch. Co. courts as accessary after the fact, to the murder of Thomas Sanger and Wm. Uren. He saved his neck by turning State's evidence in other Mollie Maguire cases. (Songs and Ballads of the Anth. minerp. 194).

August 14, 1876

J. said O'Brien, Donnelly, Canning, McHugh, Morris, Hurley, Gibbons, Jack Kehoe, Mike Doyle, and Yellow Jack Donahue, were up on trial for conspiracy to murder Bully Bill Thomas. James Roarty had been convicted in the first degree in the Yost case was also a defendant in this trial.

McParlan testified here and Frank McHugh one of the prisoners corroborated him. The whole lot was speedily convicted.

The entire of defendants except Morris and Gibbons were put on trial for conspiracy to murder Jesse and Wm. Major of Mahanoy City were convicted again.

Immediately, Roarty, Donnelly, Donahue, O'Brien, Patrick Dolon Sr. and Patrick Butler were put in the dock as accessories in the murder of Gomer James.

August 14, 1876 (con't) Jack Kehoe wanted to be tried on the list but he was set aside for separate treatment. Things were bad in the coal trade.

September 1, 1876

J. said Reading had issued circular of lower prices:

White ash coal broken egg and nut \$3.20; stove \$3.70; fo.o.b. P. Richmond. Cost of coal to the producer \$2.90 a ton at Pt. Richmond or \$1.75 a ton at Sch. Haven. The new Reading circular it said made average coal prices \$2.47 at Richmond \$1.46 at Sch. Haven. Individual operators faced a loss of 30¢ to 50¢ a ton. No operators said J. save the Reading could make money at such prices.

Rate of coal from Sch. Haven to Pt. Richmond was cut to a \$1. Reading now had 32 mines in operation.

Judge Green sentenced Munley to death for Sanger's murder. Judge Pershing did the same for Carroll, Harty, Boyle and McGeehan in the Vost case.

September 22, 1876

Total anthracite decrease had reached 2,104,868 tons and of this aggregate loss Sch. showed about 80,000 tons.

Thomas Fisher and Pat McKenna were arrested in Sept. for the murder of Morgan Powell.

September 29, 1876

J. said that Muff Lawlor told a straight forward story.

Ed. Monaghan was convicted of being an accessory in the assault with intent to kill Bully Bill Thomas. Thomas Donahue on same charges as Monaghan.

October 20, 1876

J. said Thomas Donahue and Ed Monaghan for their part in the Bully Bill episode, got two years and 7 years respectively. Jack Kehoe, Dennis F. Canning, Michael O'Brien, Chris Donnelly, John Gibbons and John Morris each got seven years for shooting at Bully Bill.

Kehoe and Canning got seven years for conspiring to murder Wm. and Jesse Major, Donnelly and O'Brien each got 5 years for that crime. Donnelly and O'Brien also got two years each for implication in the Comer James murder and Frank O'Neill got two years and Patrick Dolan Sr., got one year in the same case. Following week Yellow Jack Donahue was put on trial at Mauch Chunk for Morgan Powell's murder.

In September coal wages were 23% below the \$2.50 basis. In Oct they improved slightly. In Nov. coal averaged only \$1.81 wages were 23% below.

November 1876

J. said early in Nov. Pat Hester, Peter McHugh and Michael Graham were arrested for the murder of Alexander Rea near Mt. Carmel in 1868. ~~Reasons~~ ~~for the murder~~ Were locked up in Local prison.

The crime of Alexander Rea had been plotted chiefly in Sch., but committed in Columbia, Thomas Donahue and Pat Hester had been arrested for it yrs before.

November 1876 (con't)

Donahue was acquitted on perjured testimony and case against Hester was dropped. Patrick Fully picked up as a defendant in the Rea case. Huff Lawlor was convicted as an accessory after the fact in the Sanger murder.

November 24, 1876

J. said fossil remains in the coal measures saying that footprints of saurians had been discovered in the slates of the Mammoth bed at Ellangowan.

P.W. Sheaffer said taking the established rate of increase in the anth. output he estimated than by 1900 the annual shipments would be 76,217,870 tons.

December 1, 1876

J. said the Ellsworth breaker of John D. Davis of New Castle had been destroyed by incendiaries and same explanation for the destruction of the Alaska breaker at Tamaqua.

December 22, 1876

Gowen made an arrangement with the Camden and Amboy Railroad whereby the latter was to pick up Reading trains at P. Richmond and during the winter carry Sch. coal to Perth Amboy where open water was sure the year round.

January 5, 1877

J. said Jack Kehoe, King of the Mollies, was already under sentences aggregating 14 years and was finally tried for the murder of Frank Langdon who had been brutally beaten.

January 19, 1877

Jack Kehoe had been found guilty in the 1st degree for the Langdon murder and Thomas Duffy had been sentenced to death in the Yost murder case.

February 2, 1877

J. said wages were 27% below the basis.

February 9, 1877

J. said Hester, Tully, McHugh were put on trial at Bloomsburg, Graham was to be tried later as accessory after the fact. Manus Kull told his story and the three were speedily convicted in the first degree. Ed. Kelly, too convicted for the murder of John P. Jones.

The railroad known as the Lehigh and Susquehanna and running from Easton to the Wyoming Valley is operated to this day by the Jersey Central.

March 23, 1877

Reading opened shipping season by announcing in a circular in the J. a rate of \$1.25 from Sch. Haven to P. Richmond. Coal averaged \$1.79 at P. Carbon and wages for March were 23% below the basis.

April 6, 1877

The J. said that a correspondent "S" pointed out which producing capacity was 25,500,000 tons experience indicated that for 1877 the tonnage should not exceed 18,500,000 tons to be divided along the lines of the old association.

It was during this spring that the P.&R C&I Co. established its beneficial fund for mine workers endowing it with \$20,000 as a starter.

April 24, 1877

Were 115,118 tons from this region. But prices still ruled low, being an average of just under \$1.74 for April, which put wages 25% below the basis.

There were financial difficulties in the Reading organization and in the spring of 1877 Gowen went to London to set them straight.

May 18, 1877

The shipments of anthracite were more than 1,250,000 in excess of the 1876 tonnage and nearly half of the increase was from Schuylkill.

May 25, 1877

J. said popular feeling was a suspension.

Anth. data compiled from P. W. Sheaffer's map of 1859 in which it was said that 1790 was the date of anth. discovery in this county. This is wrong Anth. was certainly known here as early as 1769 and perhaps several years earlier.

June 1, 1877

J. said average price of coal here was \$1.63 put wages 29% below the basis. Shipments were heavy being 152,398 tons.

In April gangway men averaged \$2.12 a day, men in breasts \$1.45 a day and men drifting chutes \$1.60 a day.

June 8, 1877

Tonage for May over the railroad had been 775,000 tons a record total. Mining wages for May in Schuylkill Co. were said to have been \$750,000 with \$150,000 more in pay to men on the lateral railroads. Cost to the Reading on a whole an average of \$1.35 a ton to mine coal in 1876, though the Dec. cost was only 98%. This was actual working cost for labor and supplies.

June 21, 1877

Was the day for hanging the convicted Mollie Maguires. The executions were before as many persons as could be crowded into the prison. Six of the murders were hanged here, in pairs, as follows: McGeehan and Boyle; Roarty and Garwill; Duffy and Munley. These deaths were for the murders of Ben Yost and Thomas Sanger.

At the same hour, in Mauch Chunk four men were hanged at once--Doyle, Donahue, Kelly and Campbell, who paid the penalty for the death of John P. Jones.

June 29, 1877

J. said coal average was only a shade over \$1.50 and wages were 33% below the basis. The Reading, ordered that its wages should not go below 30% under the basis.

July 6, 1877

J. suggested that the Anthracite interests get together and determine how much coal should be sent to market to supply legitimate needs and sometime keep prices steady. That the inefficient and unprofitable mines should be closed permanently.

July 13, 1877

J. commenting on the immense piles of culm, said they had cost the operators \$1 a ton to put there.

July 20, 1877

J. said Court had set at liberty Muff Lawlor, Slattery and Chas. Mulhearn.

Michael Doolin was sentenced to remain 1 year longer.

The Brotherhood strike on the railroads had led to rioting, incendiarism and deaths.

There were disturbances in railroad centers all over the country - Pittsburgh, Reading, Baltimore, Chicago, San Francisco, State and Federal troops were ordered out.

Strikes of miners in the Lehigh and Wyoming regions and both Federal and state troops were sent to Scranton.

Miners and railraders at Shamokin were out. Citizens raised about \$3000 to be spent on street improvements the men to get 80¢ a day. They refused to take less than \$1.

They formed a mob and looted the Reading freight station. Also a general store. A posse of citizens stopped the mob by a volley which wounded 3 men seriously.

During July coal averaged \$1.39 which would have put wages 37% below the basis.

July 27, 1877

Bad gas explosion at Wadesville.

August 1877

The mine strike at Scranton was especially ugly and delegates were sent down from the region to stir up trouble in Schuylkill.

At Shen the men went out for wages on the \$2.50 basis with no sliding below that level. Gowen gave orders that miners of the Reading should not be paid on the basis of July price but should get the benefit of the August rates. J. of August 24, said the Reading had advanced tolls 25%.

Gowen issued orders that the pay of the Reading should be only 20% below. The miners were loyal to Gowen to their own profit. The region appreciated this and shipments were about 160,000 tons weekly.

September 1877,

J. said toward the end of the Sept. The Lehigh and Wilkes-Barre Coal Co. which was in a receivership, entered in a compromise with its men granting an increase in pay and lowering its coal prices.

October 3, 1877

The J. severely criticized Sept. action concerning (Lehigh and Wilkes-Barre Coal. Co.).

Average prices here made wages 25% below the basis, again Gowen directed that Reading wages should be only 20% below.

The upper region seemed to be after Gowen's scalp. This probably was jealousy. Gowen had been the only one to keep his miners at work.

Penna. Coal Co. was the second large upper region interest to resume its promptly cut prices from 35 to 50¢ below the Lehigh and Wilkes-Barre.

Stove coal was selling at \$3 in N.Y.

November 9, 1877

J. said coal averaged only \$1.66 making wages 38% below the basis, again the Reading stuck to 20% below. Heavy rains, many mines flooded.

November 14, 1877

Reading had bought the Phoenix Park colliery of Lloyd, Glover and Co. at sheriff's sale. It also took over George Pales and Bear Valley mines of Heim and Goodwill, and the East Mahanoy mine of Foelt, Whitaker and Co. at Mahanoy City. Gowen wrote to Gen. Pleasants that the coal average called for wages 31 or 32% below basis., but Reading wages would be 30% below he wanted to keep wages as steady as possible, also to go up and down with Railroad rates as well as with coal prices.

As there had been a decrease in Nov., wages went down to correspond. Gowen more than any other individual kept the region working in 1877 while there was turmoil all around.

December 14, 1877

J. said Gowen had a new plan for the asso. of coal interests. That for the years 1878, 1879, and 1880 there should be a board of control consisting of representatives of the D & E. Reading, Lehigh Valley, Jersey Central, Penna. Coal Co., Lackawanna Railroad and Penna. Railroad each to vote in proportion to the tonnage represented.

Each Co. was to pay weekly 40¢ a ton on its output as a fund whence fines for violation might be collected. There should always be on deposit an amount equal to \$15,000 for each 1% of total output, the excess to be paid back annually. There was to be a fine of \$1.25 a ton for all coal shipped in excess of allotment.

The Board did not get the right to order any suspensions save in Dec., Jan, Feb, and March. The plan contemplated suspension from Dec. 24, 1877 to Jan. 12, 1878 inc. and January 27, February 6, March 4-23 inclusive. The other interests accepted Gowen's plan in principle and the Reading advanced tolls 25¢ as of Dec. 17 and increased the price on board at Richmond 50 cents.

Muff Lawlor and Bully Bill Thomas both of whom fell in the clutches of the law.

Lawlor and Thomas some individuals who took exception to the part Lawlor had played in court.

December 14, 1877

Bully Bill Thomas, who had been made a hero by some of the people at Mahanoy City. Was given as a gift a handsome revolver. He was more of a nuisance than a hero. He used to drink liquor and parade thru the streets waving his gun and shouting defiance.

1878

J. said total output for 1878 would be about 20,000,000 tons.

Sch. Coal Exchange voted a two-week suspension to begin January 5th. The wages for Dec. should have been 31% below the basis.,--the Reading made 25% the limit.

January 11, 1878

J. said the Lehigh operators had met at Bethlehem and had decided that 18.75% was too small as the Lehigh Valley quota. There was uncertainty and unrest in the region, and sneaking crime the Allangowan breaker was destroyed.

January 18, 1878

An arrangement dividing the year's tonnage as follows: Reading, 28.625%, Lehigh Valley 19.75, C. R. R., of N.J. 12.905; Lackawanna, 12.75; D & H, 12.48; Penna. Railroad

January 18, 1878 (con't) Penna. Railroad 7.625; Penna Coal Co. 5.865.

The Reading opened only 7 mines when the uspension period ended.

January 25, 1878

The Board of Control met in Gowen's office. It was decided to suspend for two weeks after Feb. 2nd. Coal price average was only \$1.83, which would have made wages more than 22% below the basis. Reading again established 20%.

February 15, 1878

J. said Draper colliery had been put up at auction and bought by Wm. Milnes of Phila., for \$80,000.

The whole year was one of suspensions ~~at~~ a week or two weeks every month.

Board of Control had cut March output to 825,000 tons, which meant not more than half-time work for the region as a whole. Coal in Feb. averaged only \$2.03 - wages 16% below the basis.

April output was fixed for \$1,125,000 tons.

March 29, 1878

Hangings of Thomas P. Fisher at Mauch Chunk for Morgan Powell's murder, and of Hester, Tully and McHugh at Bloomsburg for Rea's death. The former went to death March 28, and the three latter March 25.

April 5, 1878

Gowen told J. that there was to be an international exposition in Paris, so he sent to France the good steamship Pottsville, a new collier which had been built for the Reading fleet. But even a genius like Gowen could not accomplish the impossible. Neither France nor Italy has ever been a market for Schuylkill coal.

May 24, 1878

The persistent increases in price chilled the enthusiasm of these new buyers and made additional expansion in household ore impossible and resulted in an over-supply.

June allotment was 1,734,000 tons.

Gowen inaugurated a system of free excursions to Phila. A group of mine employes and their people would be taken down to Phila. on Saturday. They were taken to many places of interest, on Monday another crowd would be taken. Gowen strove to hold the good will of his men, he succeeded to an unusual degree.

Wages for May should have been 18% below the basis but Gowen insisted on 16%.

June 14, 1878

J. told how Dennis Donnelly had been hanged for the murder of Sanger.

At the end of June, Gowen ordered the Reading mines suspended for 12 working days. Tolls would be \$1.75 in July making wages only 10% below the basis.

July 15, 1878

Allotment for the month was 1,500,000 tons suspension for a week was ordered effective July 29th. This meant only half-time work - Board ~~at~~ of Control allotted 2,000,000 tons to August.

July 31, 1878

Knights of Labor had obtained a membership of 1500 in this county and as far back as June considered the possibility of a strike. The idea was to get the old \$2.50 basis as a minimum with an 8 hr day and to make that demand from the beginning of August.

August 2, 1878

J. said "The coal trade of the Schuylkill region was never duller than at present." There were petty strikes at a number of mines.

September 1878

The Sept. allotment was one million tons and a general suspension of one week and fixed to begin Sept. 2nd.

It didn't make much difference the season was so dry that many mines had to shut down for lack of boiler water.

October 10, 1878

J. continued a long account of the hanging of Peter McManus at Sunbury for the murder of Fred Hesser at Hickory Swamp mine, near Shamokin in 1874. This was the first hanging in that county since 1792 and is usually considered the final execution of a death sentence in the Mollie Maguire outrages.

Coal being rushed to market as fast as boats and cars can carry it Gowen said he would advance coal Nov. 1st and mark up tolls ten cents so that wages for November would be only 8% below the basis.

December 11, 1878

The Board of Control increased the Dec. allotment by a million tons.

December 20, 1878

Scranton coal showed a decline of 70 1-2 cents. Jack Kehoe had been hanged Dec. 18, 1878.

January 3, 1879

Board of Controls had met Dec. 27, 1878, but the Lehigh Valley interests were not present and the Board adjourned.

Gowen arranged to get a winter route to N.Y. tidewater by the Bound Brook and Jersey Central Railroads. He and Schuylkill individuals went into conference on Dec. 30 he proposed that the tolls should be 40% of the price f.o.b. at competitive points. This proposal seems to have been the germ from which grew years later, the system of 60-40 contracts.

S.B. Whiting temporarily in charge of the Reading operators here had effected a saving of \$80,000 in machinery and machinery repairs during the year. Gowen wrote to Whiting to notify the men in 1879 wages would be based on the price of coal and governed by a minimum ~~and~~ ~~not~~ based rates and tolls as in 1879. He said wages would never be lower than 20% below the basis. In 1878 total time worked was only 167 $\frac{2}{3}$ days. The average time now in normal yrs is about 270 days out of a possible 300.

Money was scarce Reading found it hard to get cash to pay its men promptly, the condition improved as the year wore on.

January 17, 1879

James McDonnell and Charles Sharpe had been hanged at Mauch Chunk January 14, 1879 for the murder of George K. Smith an old coal operator, at Audenried in 1863. The drop fell at 10:42 A.M. At the very same minute notice of a reprieve was received at the telegraph office about a third of a mile away. The messenger boy and the telegraph operator too raced up to the Jail, but it was too late. The Governor had been considering the matter of a reprieve and did not make up his mind until about 10:30.

On January 16, Martin Bergen was hanged here for the murder of Patrick Burns at Tuscarora, this disposing of all the Sch. and Carbon capitol cases which grew out of the Mollie Maguire period.

Shipments for January from Schuylkill were only 456,288 tons, or the equivalent of about two weeks full work. Most of this came from Reading collieries as the individuals held aloof.

February 7, 1879

Average coal price was only 1.766. Wages under Gowen's direction could not be less than 20% below the basis.

Middle of Feb., Reading was operating about 40 mines, not on full time, individuals still held off.--Line prices at Schuylkill Haven for white ash being \$2 for broken and larger, \$2.15 for egg, \$2.25 for stove, \$2 for nut and \$1 for pea.

February 23, 1879

For week ending Feb. 22, trains aggregating 2,760 cars (between 11,000 and 12,000 tons) had been shipped to N.Y. tidewater over the Bound Brook and Jersey Central route.

March 7, 1879

J. said coal should be commanding \$1 a ton more. Warning also that coke was replacing anthracite as Blast furnace fuel.

March 14, 1879

The Reading mines had gone on full time this week--the Miners Hospital bill was printed in full.

An "investigation" by a Senate Committee (concerning individual operators) which extended pretty well over the World War period and ran into 1919.

J. said that except for the Civil War period, the individual operators never made any money. Even after the Civil War they were in poor financial shape, many escaped ruin by borrowing from Reading Railroad, and to get its money back the Reading had also to go in the coal business.

Old time individual operators always had a grievance, they found fault with the Sch. Canal, when the railroad came they found fault with it. When the Reading went into mining to protect its own loans, they found fault with that. There were of course exceptions.

March 21, 1879

Probable total production of 27,000,000 tons for 1879. J. said that such an output would demoralize the market so badly - two years would be needed for recovery. Reading got ready for the battle set a rate of \$1.50 from Schuylkill Haven to P. Richmond.

March 28, 1879

J. said auction of Lackawanna coal showed prices lower than in February, Gowen cut prices 30% from March rates. Quotations on white ash coal for line trade were: nut, \$1.85; stove \$2.15; egg \$2; larger sizes \$1.85 --Prices f.o.b. Richmond for the corresponding sizes were: nut \$2.95; stove, \$3.20, egg, \$3.10; larger \$2.95.

J. said real trouble was the slaughter of coal prices at N.Y. auctions. Such quotations could not be met by Sch. and Lehigh operators ave at a heavy loss.

April 11, 1879

The N.Y. companies J. said were going to force coal down to bare transportation costs.

April 18, 1879

J. said if it had not been for the Reading there would have been little or no work in Schuylkill Individuals could not meet the competition of the N.Y. concerns.

April 25, 1879

J. said individuals were resuming work. Sch. operators were taking orders freely, but only to June.

May 2, 1879

Reading advanced May prices ten cents and to keep the individuals at work the Reading bought considerable tonnages from them.

May 16, 1879

Gowen leased North Penn and Lehigh River Railroads for 999 years. This gave him a permanent all year route to N.Y. tidewater and through control of the North Penn --Reading was in a position to collect freight revenues from all Lehigh coal which went into Phila. by rail.

J. said to carry coal from Phila. to N.Y. by canal cost 85% by the new route probably cost 50%. Gowen also bought Thomas colliery.

May 19, 1879

Head of the Lehigh Railroad died (Judge Asa Packer) he was succeeded by his son Harry.

May 30, 1879

Auction D. L. & W. coal showed advances of $2\frac{1}{2}$ to $7\frac{1}{2}$ cents a ton.

June 6, 1879

J. said Reading was sold out for June and would accept no more orders except at July prices, that is at advanced prices.

Shipments for week ending May 31, were 206,967 tons. Which meant mining in Schuylkill at the rate of about ten million tons a year.

June 27, 1879

Quoted London Colliery Guardian saying that 22 cargoes of Anthracite had crossed the Atlantic and twenty had gone to the Mediterranean since the first experimental shipment. One Italian firm was trying for 100,000 tons of Penna. coal

July 25, 1879

J. said production to June 30th was 4,638,739 tons ahead of the preceding year for the entire coal region. Yet stocks were lower than in 1878 more than 90% of total production having gone direct to consumers.

- August 1, 1879 Individual operators wanted the Reading to agree to 2 weeks suspension. Reading did not agree -- Reading said wages would go no lower than 12% below the basis.
- August 8, 1879 J. said the Erie was starting a railroad from Hawley to Pittston to gain an independent outlet for its coal.
- August 15, 1879 Things looked like over-production.
- August 29, 1879 Tolls on all coal for shipment from Richmond beyond the Delaware capes or via the Delaware and Raritan canal to be 40% of f.o.b.. Richmond price on lump and steamboat coal 30% on egg, nut and broken and 60% on pea. A suspension of two weeks in Sept. Gowen said would be agreeable to the Reading provided the other companies take f.o.b. prices N.Y. about \$3.50 a ton agree to maintain such prices all winter and agree to work only half time Dec. to March, both inclusive.
The Sch. operators meeting in Phila cut stove coal 35¢ egg and nut 25¢ and large sizes 20¢.
Stage was being set for another coal war.
President Dickson of the D&H made a threat to dump coal into Gowen's almost exclusive Phila. market and undersell the Reading there.
- October 17, 1879 Coal was advanced 25¢ and all companies but the Lehigh Valley and Penna. Railroad consented to an advance of the same amount Nov. 1st.
- November 14, 1879 Schuylkill was sending down about 163,000 tons a week.
J. said there would be an advance of 25¢ Nov. 17. Two weeks later if J. said there would be no increase in tolls on Dec. 1st Line and city prices would advance 15¢ and prices for coal to go beyond the capes would advance 25¢.
- December 12, 1879 J. said a 10 day suspension was all the mines could take.
- December 26, 1879 Up to Dec. 20, the Sch. shipments had been 7,492,554 tons against 4,976,313 in 1878.
Phila and Reading Coal and Iron Co. had taken over the Tunnel Ridge mine near Mahanoy City.
- January 1, 1880 An increase in tolls and an additional 25¢ on coal making the f.o.b. price at Richmond pretty well up to \$4.
Reading raised coal 25¢. Gowen said wages would be only 4% below the basis for January. This was a decided climb.
- January 2, 1880 No such prosperous times as those of 1879 have been experienced in this region since the great suspension of 1875, and the prospects for 1880 are of still greater prosperity.
During 1879 Reading had increased the output of its own mines 495,400 tons.
- January 3, 1880 Coal companies resumed work.
In the olden days it was not customary to work the mines during the winter, usually about 12 week's suspension, save for dead work like opening new gangways and driving

- January 5, 1880 (con't) chutes. Individual operators seem to cling to the old system. It took a long while to make hard coal mining a 12 month industry.
- January 16, 1880 Reading collieries were in condition to ship 400,000 tons a month, but were not working full-time. Sch. operators at a meeting in Phila. had decided to ask the Reading to suspend and received the answer that only 21 of the Reading's 52 mines were working. If the trade seemed to require it the Reading said it would suspend completely at the end of January. This evidently was not required.
- February 20, 1880 J. said Reading and the Lehigh and Wilkes-Barre had agreed to suspend three days a week from Feb. 23 to April and equalized prices so that they could sell on the same basis at N.Y. tidewater. This was satisfactory to Sch. Coal Exchange. On the 1st of March the Reading advanced all prices except stove coal.
- March 12, 1880 This year saw the beginning of the Rappahannock mine, which the Phila Coal Company planned to open.
J. recorded the death of Gideon Bast, Born 1800. Gideon Bast could remember the beginning of the Sch. Coal Industry.
The true history of Schuylkill anthracite thus lies within the compass of two human lives. (Bast-Siney)
- April 2, 1880 Death of General Henry Pleasants (Mining Engineer).
J. said mines would go full time the next week. Market was bare of coal. Prices 40% higher than in April 1879.
Wages for March in Schuylkill County were only 1% below the \$2.50 basis. Sch. co. was satisfied.
Strikes at Shamokin -- Wanted 10% a wagon additional.
- April 9, 1880 J. said the Gate Vein mine upper end of Fishback was to be worked by the Mount Hope Coal Co. Ltd.
- April 23, 1880 Death of John Siney (celebrated Labor Leader) Died Friday April 16, 1880. For 5 years President Workingmen's Benevolent Asso. and its successor the Miners and Laborers Benevolent Asso.
Coal for the year 1880 was not selling good - Mild weather.
Sch. was shipping the small total of about 100,000 tons a week meant short time - wages were good so men accepted the situation.
- May 21, 1880 The average price of hard white f.o.b. Richmond in April, 1880, was \$4.18. This was 10% a ton less than the average for the years 1870 to 1876 inclusive but it was \$1.48 higher than the average of 1877-1879 incl. The latter years were years of ruin and nobody could have mined and sold coal at \$3 f.o.b. without losing money.
Grand Smash --Reading suspended payment: Reading had failed in business as of May 21, 1880. Depression in the iron business main factor in putting the Reading into trouble. Also mild weather and dull markets. In 1879 it

May 21, 1880 (con't) went behind 17% on every ton of coal shipped. The Co. was merely in temporary difficulties. For the years 1876-1879 the railroad had shown net earnings aggregating almost \$16,000,000 against which were set coal company losses for the same period which were well under \$3,000,000 leaving about \$13,000,000 on the rite side for those years of depression.

1880

The J. summarized the Phila. and Reading position in figures which, for the sake of clearness are here tabulated in round amounts.

Liabilities of both companies less stock	\$112,000,000
Total assets of railroad company	66,000,000
Assets of coal and iron Co.	63,000,000
Surplus over liabilities	18,000,000
Total stock issues	88,500,000

Reading now abandoned its retail business in Phila.

Gowen went before the American committee of security holders and proposed a refunding scheme which contemplated the issue of \$150,000,000 in 5% securities to cover all the funded obligations and obligations of leased properties.

This committee received a report showing the total assets to be a little more than \$161,000,000 and the total liabilities including stock issues to be a little over \$145,000,000 leaving a margin of about \$16,000,000. S. Harris valued the coal lands at a little more than \$32,000,000 --Gowen said this was too low.

September 1, 1880

Total supply for the anthracite region to date was almost 2,700,000 tons behind 1879.

Lehigh and Sch. Coal Exchanges marked up prices for Sept. the latter advancing all sizes 25¢ except lump, steamboat and pea.

Shipments climbed to more than 175,000 tons a week.

November 5, 1880

Wages for October were announced as being back on the \$2.50 basis the best rate for years.

1881

The shining figure throughout 1881 was Franklin B. Gowen.

Some of the crowd turned against Gowen the choice of these people for President of the Reading was a Major Frank Band.

The Phila. and Reading Coal and Iron Co. met in another place and elected Gowen President. There was the most intense interest in Sch. Co.

Judge Hare in the Phila. Common Pleas court decided that Frank S. Band had been elected President at the annual meeting.

Gowen carried his cause to the people. At a meeting which crowded the Phila. Academy of Music he delivered a remarkable speech. It may be read in the J. of April 29th.

February, 1881

Wages were 1% above the basis Middle of month demand for coal was heavy. But before the middle of March the mines were on three-quarter time, and in April the went on the three day a week schedule.

February, 1881 (con't) It was in the legislative session of 1881 that Assemblyman Joseph R. Edwards of Schuylkill introduced the mine foreman's certificate bill.

June, 1881

By the middle of June wages had gone down to 6% below Reading acceded to a program calling for 6 days suspension in June and three in July.

August 5, 1881

Production had far outrun the 1880 figures and by August 5th, was almost 3,000,000 tons ahead of the preceding year. Schuylkill alone being over 500,000 tons ahead.

1882

Building of a new link from Shamokin, the old terminus of the Mine Hill route, to the Catawissa Railroad at West Milton. This line known as the Shamokin Sunbury and Lewisburg Railroad was started in 1882.

It was also agreed that Gowen, Garrett and Vanderbilt should unite to buy up the Jersey Central. This of course was largely in the interest of preserving intact the combined Reading-Baltimore and Ohio route from Phila. to N.Y.

February, the mines were back on half time, which continued into April. There was a boom in June, the Reading advanced all prices for July.

In the spring of 1882 efforts were made to revive the miners union. But the effort was useless.

The whole year 1882 was very good in coal business. There were suspensions of three days in the early fall but not nearly as many as usual.

July Repair shops of the Phila. and Reading Coal and Iron Co. They had been established originally by the purchase of the Pomeroy foundry at Coal and Norwegian Sts. Which was taken over J. 1, 1879.

Middle of 1882 J. said there were 538 men employed in the shops proper with 60 other employes making a total of 598 hands. These men in May, 1882 drew total wages of \$24,798.84 or an average of \$41.47 per month. Castings turned out in May, 1882 aggregated 573,089 lbs. The Coal and Iron Shops were a great addition to the town of Pottsville and added much to the business.

1882

Knights of Labor expanded their membership to include many men working in these parts, and the Miners and Laborers' Amalgamated Asso. arose to take the place of the old W.B.A.--The Miners and Laborers Amalgamated Asso. had many parades usually with transparencies containing legends among which this was a favorite:

"Eight hours sleep,
"Eight hours play,
"Eight hours work and
"Three Dollars A Day."

February 14, 1883

Gowen had the satisfaction of hearing Federal Judge Butler in Phila. terminate the receivership and put the Reading back directly in the hands of the owners. The whole episode was one of the most stirring in the history of American finance and industry and Gowen emerged as the

February 14, 1883 (con't) outstanding hero and victor.

The Lehigh Valley Railroad was taking out a great amount of coal from Mahanoy while on the other hand even since the extension of the Mine Hill a good deal of coal from the Shamokin basin, was finding an outlet over the Reading.

John H. Jones who was the official statistician for many years. He really established, as successor to the volunteer Bannan, the system which is continued to this day by the Anthracite Bureau of Information in Phila.

January 1884

Gowen retired from the presidency of the Reading at the annual meeting held in January 1884. George B. Keim succeeding him and Kimes management of the Co. did not please Gowen, who was re-elected in 1886. Gowen stepped out and Austin Carbin was elected President.

1886

A strike developed in the Lehigh and Luzerne regions Labor Trouble rite along after that.

1887

In 1887 the Phila. and Reading Coal and Iron Co. agreed with a union committee that the Co. would for the 4 months Sept. Dec. 1887 agree to an 8% increase on the basis. Reading took the position that they would pay as much as anybody.

Labor troubles came to a head toward Xmas time in 1887. Employes of the P. Richmond branch of the Reading struck against the employment of men not belonging to the Knights of Labor and the trouble spread over the whole system.

The strike of 1887-1888 was the last serious labor trouble in the Sch. mining region for many years.

Reading emerged from the receivership of 1886 and how Austin Carbin was succeeded as president by A.A. McLead.

Once more the Reading went into receivership it emerged through the genius of George F. Baer.

28 years ago the United Mine Workers of America made its appearance in the region it was not until 1898 that it had a solid footing.

It grew fast and its strategic strike of 1900, followed by the great strike of 1902.

